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TIME-TABLE.

WEEK DAYS

		A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.29	7.10
Yaumati...	...Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.38	7.19
Shatin ...	...Dep.	7.02	9.36	10.51	12.21	1.36	4.56	5.51	7.31
Taipo ...	...Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.04	7.44
Taipo Market	...Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.08	7.48
Fanling ...	...Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.19	7.58
Sheungshui	...Dep.	7.36	10.07	11.22	12.52	2.07	5.28	6.23	8.02
Shumchun	...Arr.	7.42	10.13	11.28	12.58	2.13	5.34	6.29	8.08

		A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Sheungshui	...Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanling ...	...Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipo Market	...Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipo ...	...Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin ...	...Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yaumati...	...Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon...	...Arr.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

SUNDAYS AND PUBLIC HOLIDAYS

		A.M.		A.M.	A.M.	NOON	P.M.	P.M.	P.M.
Kowloon...	...Dep.	6.40	8.25	9.15	10.30	12.00	2.22	5.29	7.10
Yaumati...	...Dep.	6.50		9.24	10.39	12.09	2.31	5.38	7.19
Shatin ...	...Dep.	7.02		9.36	10.51	12.21	2.43	5.51	7.31
Taipo ...	...Dep.	7.16		9.49	11.04	12.34	2.56	6.05	7.44
Taipo Market	...Dep.	7.21		9.53	11.08	12.38	3.00	6.09	7.48
Fanling ...	...Dep.	7.32		10.03	11.18	12.48	3.11	6.20	7.58
Sheungshui	...Dep.	7.36	9.12	10.07	11.22	12.52	3.15	6.24	8.02
Shumchun	...Arr.	7.42	9.18	10.13	11.28	12.58	3.21	6.30	8.08

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		A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Shumchun	...Dep.	8.12	10.38	11.40	3.00	4.17	5.20	5.40	6.09
Sheungshui	...Dep.	8.19	10.45	11.47	3.07	4.24	5.27	5.46	6.16
Fanling ...	...Dep.	8.23	10.49	11.51	3.11	4.28	—	5.51	6.20
Taipo Market	...Dep.	8.33	10.59	12.02	3.21	4.38	—	6.01	6.30
Taipo ...	...Dep.	8.37	11.04	12.07	3.25	4.42	—	6.05	6.34
Shatin ...	...Dep.	8.51	11.17	12.21	3.38	4.55	—	6.18	6.47
Yaumati...	...Dep.	9.03	11.29	12.33	3.50	5.07	—	6.30	6.59
Kowloon...	...Arr.	9.11	11.37	12.41	3.58	5.15	6.04	6.38	7.07

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STATIONS.		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	2.20	6.25
Shataukok	...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS		A.M.	A.M.	P.M.	P.M.
Fanling	...Dep.	7.45	11.30	3.20	6.25
Shataukok	...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	1.05	5.00
Fanling	...Arr.	7.25	11.10	2.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.		A.M.	A.M.	P.M.	P.M.
Shataukok	...Dep.	6.30	10.15	2.05	5.15
Fanling	...Arr.	7.25	11.10	3.00	6.10

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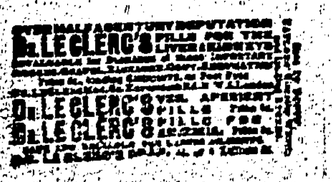

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SCOTTISH LETTER.

THE FEAST OF ST. ANDREW.

PRINCE HENRY AND THE SCOTS.

A MEMORY OF HIS FIRST KILT.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, December 3rd.

"St. Andrew's Day marks the opening of the winter festivities in the North, leading up to "the roaring rites" of Hogmanay and culminating in the New Year celebrations. The memory of our patron saint, however, is not prominently honoured; we leave that duty to our brothers and sisters who are "furth of Scotland." Our principal, and what may be called our only official recognition of the Day is the service of the Order of the Thistle, held by command of the King in the Thistle Chapel, St. Giles' Cathedral, Edinburgh. We have to travel "over the hills and far away"—and over the wide seas—before we get the full flavoured tang of Scottish sentiment on the great feast of the 30th November. We taste it stronger in London or even in Dublin than we can in Edinburgh and Glasgow. But it is in distant lands that we find the most cheery diners taking their chairs unperturbed by anxieties arising out of the possible future of the haggis, men who have been putting a damper on their vernacular all the year round now endeavouring to resurrect what remains of the accent of their old home.

The principal celebration in London was that of the Royal Scottish Corporation, where H.R.H. Prince Henry presided. It is needless to say that the appurtenances and etceteras of the dinner, from the songs and bagpipe selections to the presence of boys and girls from the Caledonian Schools and the ushering of the haggis with the ancient rites which so amaze the Sassenagh and embarrass the waiters, were all thoroughly in accordance with Scottish tradition. Several good speeches were delivered, the best of all being that of the Royal Chairman. It abounded in happy touches; one of them was, "I realise that while you can always tell a Scot, you can very seldom tell him much." Then he recalled that the "charity" dated from the time when many Scots followed their monarch, James the Sixth, to England. "It might seem a strange thing to say, but not all these were successful in the quest of the golden spoils." A charity known as the Scots box was therefore started for the benefit of the less fortunate, and from such a small beginning arose the present Royal Scottish Corporation.

"One of the amusing interludes in the proceedings was supplied by Lord Dunedin, when he told the company how he saw Prince Henry in a kilt for the first time. He could not give the precise date, but he recalled the occasion on Deeside when he saw a wee figure coming along with unaccustomed knees exposed to the cold and invigorating air of that shell countryside halfway between Abergeldie and Balmoral, and afterwards he saw the small figure with a bonnet on its head standing at the window of a shoppie where amongst other queer thing were sold "black balls"—that is, a well known large Scottish sweetmeat. No one enjoyed Lord Dunedin's reminiscence more than Prince Henry.

ST. ANDREW SOCIETIES OVERSEA.

The event of most importance noted in the annual report of the Council of the St. Andrew Society relates to the reception by affiliated societies beyond seas of the circular dispatched to them the previous autumn. In this they were invited to express their views on the subject of an enlargement of the scope of the Society in Edinburgh, mainly in the direction of a club or hostel which would constitute the Society's headquarters, and would serve as a meeting place, and perhaps eventually as a residence, for Scots from abroad when visiting the homeland. Favourable replies had been received from the St. Andrew's Societies of Hongkong, Kenya Colony, Cape Town, Hankow, Singapore, Penang, Java, and Valparaiso. Perak, in the Federated Malay States, was in complete sympathy with the scheme which received its first impulse from that Society. It was recognised, on all hands, that no steps could be taken until the financial position of the Society, as a whole, had been strengthened, and it was proposed by more than one of the overseas societies that a good beginning could be made by substituting for the affiliation fee of £1 1s., a levy of 2s. 6d. for every member in each affiliated society, to be taken out of the general fund of such society. The prospects of the scheme had been much helped by the fact that the Earl of Cassillis, a senior vice-president of the Society, who, with the Countess of Cassillis, made a tour round the world in the end of 1923 and the beginning of 1924, was able personally to commend it to a number of the Scottish overseas societies which he visited.

BRITAIN'S TRADE WITH THE EAST.

Speaking at the launch of a new Holt liner from Messrs. Scott's yard on the Clyde, Sir Walter Townley, K.C.M.G., Chairman of the British Chamber of Commerce for the Netherlands East Indies, made some important statements as to the present British trade and its probable future. There was, he said, a population in the Netherlands East Indies of something like 50 millions, and the demand for European goods increased every day; making very great openings, which this country had been slow to understand. The British Chamber of Commerce was pretty well established there. They had sound men on the spot, generous and good backing at home, and were able to get advice from those who were best able to give it. It was true that taxation had been badly levied, and was unequal, but he thought that would be improved. There was a great export trade from the islands, and at present

(*Continued on next Column*).

HOW TO INCREASE TRADE.

SIR P. CUNLIFFE-LISTER'S ADVICE.

Sir Philip Cunliffe-Lister, President of the Board of Trade, addressed the members of the King's College Union Society on December 2nd in the Great Hall of the college. Professor F. J. C. Hearnshaw was in the chair.

After pointing out the vital importance of increasing both our overseas and our home trade, which were interdependent, overseas trade paying for the raw materials necessary for our industries, Sir Philip said the cotton trade was now definitely better. That, in a few months, would result in a greatly increased purchasing power in Lancashire, which, in its turn, would react on the whole of our trade throughout the country. But, though things were better to-day, there was a very long way still to go. The goal at which we had to aim was twofold. We had to secure and retain the greatest possible share we could of the existing markets of the world and to develop new markets. The first need was the restoration and maintenance of confidence and stability.

Then it was necessary that there should be mutual understanding between employers and employed to establish real partnerships in industry. That was vital. There was a need, too, for the study of markets. More research work in industry should be undertaken at home, and there should be more application of science to industry. We should try by negotiations and treaties to break down the barrier that stood in the way of trade, and we should try in every way to reduce the cost of production. He did not mean by that that he wanted to reduce wages. On the contrary, he thought if we reduced costs and had a full output we would sell more, with the result that there would be a higher wage and a more efficient industry.

To do all this we should consider three things. First, it was an insane policy to put artificial restrictions upon output. That lowered wages and the standard of living. Secondly, it was vital that we should reduce rates and taxes. The third factor was the cost of living. That problem was extremely difficult, and if anyone wanted to rush into sudden remedies without knowledge he would do more harm than good. If any practical step could be taken to reduce the cost of living it would be invaluable to industry, and that was why the Government had set up a Commission to go into the cost of food.

there was the beginning of a boom. Exports consisted of rubber, sugar, tea, coffee, and other commodities, including tobacco, and a strong development was taking place in oil palms.

The new vessel is a geared turbine steamer, the *Polydorus*, and is 425ft. in length, 54ft. 6in. in breadth, 32ft. 9in. in depth, and of about 6,300 tons gross.

A PORT SUNLIGHT IN THE HEBRIDES.

A well-known London Highlander, Mr. Lachlan Campbell, who has been on a tour of the Hebrides has come back impressed with the transformation of the township of Obbe, or Leverburgh, in South Harris, from a small fishing hamlet into a centre of thriving industry; and prophesies that in ten years the population in the district will be over 20,000. He asserts that work has been created for men and women which was undreamt of a few years ago. He says that Lord Leverhulme's scheme of building houses and factories, extending the harbour accommodation, and generally inaugurating another kind of Port-Sunlight is still in its infancy, but it is a significant beginning of the systematic development of industry in the Hebrides. Twenty trawlers are working from Leverburgh, and the catches are taken by fast steamers to the Southern markets. Surplus catches are turned over to the kippering and other stations, and at the whaling factory many thousand barrels of oil are manufactured. Mr. Lachlan Campbell declares incidentally that such material prosperity, with consequent diminution of emigration, is the only hope of preventing the Gaelic language dying out in the North-West of Scotland.

GOLF AND SCOTTISH DEMOCRACY.

Mr. Ramsay MacDonald, in pleading lately for a greater democratisation of golf and emphasising the expensiveness to which the game has now attained, was obviously thinking for once in terms entirely English, for, happily, on this side of the Border golf is still the game of the masses. And it is well that it is so, for obviously its contribution to the physical well being of the community must be greatly in excess of that made by sports in which thirty, or twenty-two, or just two men take part and thousands are merely lookers-on and critics. How expensive golf is in England we in Scotland can hardly realise. Though there are up and down the country artisan clubs attached to some excellent courses—Cantelupe at Forest Row is a notable example—where the working man can play the game, and there are clubs, membership of which does not involve a great financial strain, where Scotland scores as the democratic home of the game is in the universality of cheap golf everywhere—the fine municipal courses at Glasgow, Edinburgh, North Berwick, Aberdeen, St. Andrews, and Carnoustie, and the facilities generally wherever golf is one of the local "industries" of a town whereby the local people can play for an annual subscription of probably half a sovereign every lawful day of the year. England has nothing to compare with the golfing fringes of Ayrshire, East Lothian, Fife, and Forfar. Yet with all our advantages what do we make of them? Until this year certainly we had a wonderful international record, but since Robert Maxwell won his second Championship in 1909 there have been ten played, and we have produced only one home-bred champion. True, it is one of our leading exports, but we have enough good golfers in the country to have stood between us and such a dark record of almost consistent failure.

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OCCUPATION IN BRITAIN.

METAL WORKERS HEAD LIST.

LEAFIELD, December 8th.

Occupation statistics of the 1921 census for England and Wales are published today.

The working population is divided into 1,000 occupations, grouped in 32 classes. In each of five occupations, the number of male workers employed exceeds one million. Those engaged as metal workers head the list, and this occupation is followed by over one and a half million males. 1,400,000 males are engaged in transport communication. Agricultural pursuits are followed by over 1,170,000. Commerce, finance, and insurance, excluding clerks, is the occupation of 1,000,000 males. The number of males engaged in mining and quarrying also exceeds one million.

Among women, personal service claims 1,670,000 and this represents the most important sphere of women's work so far as the number employed is concerned. The next in the list are textile workers. There are over 600,000 women engaged in this occupation, whereas the number of men similarly employed is only 372,000. There are over half a million women employed as makers of articles of dress, while a few short of that figure are employed as shop assistants or in other forms of business and commerce. There are nearly 420,000 women clerks in England and Wales. 360,000 women are classified as professional the vast majority of these being school teachers, music teachers and sick nurses, but 2,000 of them are journalists and 1,200 doctors. The number of women dentists had reached 296 when the census was taken but, as is the case with regard to both barristers and solicitors, of whom only 37 are shown in the 1921 returns, there has probably been a very considerable increase in the past three years. The domestic work of women in their own families does not count as an occupation under the census and the most important field of women's work is thus ignored, but apart from that, nearly one in three women and girls over twelve years of age have some gainful occupation, namely, five millions out of just over 15½ millions. The proportion of occupied girls is high until the age of marriage is reached. It rises from 3.8 per cent. at the ages of 12 to 13 years to 70 per cent. of those who have reached the age of 18 or 19 years. After that age, the percentage declines. In the country as a whole married women form less than 14 per cent. of women and girl workers.

"WHAT ARE PROFITS?"

AN ELUSIVE COMPREHENSIVE DEFINITION.

In the course of an interesting address on What are Profits? delivered to the Incorporated Accountants' Students' Society of London at Cordwainers' Hall Mr. Reginald F. Silverstone, having expressed the opinion that accountants alone can decide what is and what is not profit, proceeded to quote nine interpretations of the word "profits" culled from various sources, and then admitted an inclination to agree with Mrs. Gamp that "there aint no such a thing" as a comprehensive definition.

Mr. Silverstone considered the question of profits from three points of view: (1) economic, (2) legal and (3) commercial—a division which broadly groups the aspects from which profits may be regarded into (1) What profits might be, (2) what profit must be and (3) what profits ought to be. The economists describe profits as the "rent of ability," and sagely declare that there is no recognised principle governing the proportion which profits should bear to the total product—a pronouncement of little assistance to those who had to administer the Profiteering Act, 1919, which appears to hold that a fair profit is a profit which a reasonable man would consider profitable.

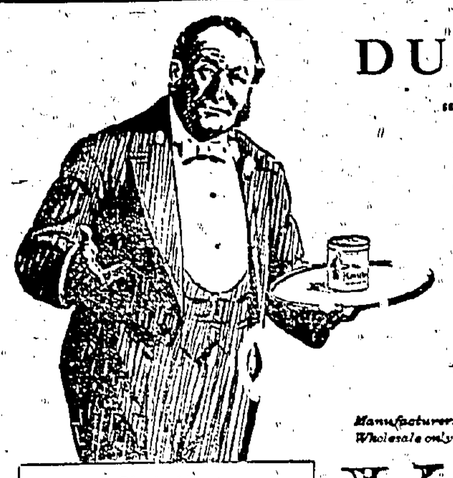
The legal mind has been more definite on the subject of what profits for certain statutory purposes must be, with the result that when the untrained mind first meets with them he considers he has an inalienable right to "grouse." The difference between what the State and the taxpayer regard as profit constitutes a continually recurring disagreement, which has not been smoothed away by Mr. Justice Farwell's dictum that "there is no hard-and-fast rule by which the Court can determine what is capital and what is revenue." Mr. Silverstone dealt lucidly with profits for income-tax purposes, capital profits and revenue profits under executorship law, and divisible profits in the accounts of limited companies, and having skated over the economic and legal thin ice of his subject, he turned to the consideration of commercial profits, and presented a broad and comprehensive view of that more solid, if somewhat entangled, ground.

In summarising the results of his review, the lecturer declared that in considering what profits are it is necessary first to decide from what standpoint—economic, legal or commercial—they are to be viewed, and in the economic view he suggested that "profit is the difference between the produce derived from an undertaking and the necessary outlay therefor, including the replacement of exhausted capital."

AMERICAN TRADE.

A New York message to the Soviet news agency in Peking says:—

Returns published by the U.S. Department of Trade witness the fact that the United States is ever more interested in China. Of American external commerce for the first nine months of the current year (1924), 27 per cent. went to the East and 29 per cent. to Europe, as against 22 and 30 per cent., respectively, during the same period in 1923. While the imports from China have somewhat decreased, the exports to China from America are larger this year by about 14 million gold dollars.



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HONGKONG SHARE MARKET.

CLOSING QUOTATIONS.

JANUARY 8TH, 1925.

Hongkong and Shanghai Banks	$1,200 b., $1,206 sa.
Canton Insurances	$755 b.
Union Insurances	$260 b., $261 sa.
Hongkong Fire Insurances	$710 b., $715 sa.
Douglas Steamships	$54 nom.
H.K., C. & M. Steamboats	$37½ b., $37½ sa.
"Star" Ferries	$136 nom.
China Sugars	$87 b.
Langkats (combined)	Tls. 22½ sa.
Kowloon Wharves	$212 nom.
Whampoa Docks	$150 b.
Shanghai Docks	Tls. 108½ b.
Hongkew Wharves	Tls. 210 b.
New Engineerings	Tls. 7.40 nom.
Hongkong Lands	$108½ sa. & s.
Hongkong Hotels	(old) $18½ s., $18½/18½ sa. (new) $17½ b.
Humphreys Estates	$22 b.
Ewo Cotton Mills	Tls. 12.60 b. & sa.
Shanghai Cottons	(old) Tls. 61½ (new) Tls. 33 b.
Orientals	Tls. 4.10 b.
Cements	$28½ b., $28 60/28½ sa.
Hongkong Hopes (combined)	$58 nom.
China Providents (combined)	$37½ b.
Dairy Farms	$27½ sa.
Waterboats	$13½ b.
Watsons	(old) $22½ (new) $13½ b.
Hongkong Electrics	$45½ sa.
China Lights (combined)	$25½ b., $25½ sa.
Hongkong Trams	$54 nom.
Peak Tramways (old)	$26 s., (new) $11½ nom.
"Shell" Transports	88/- b.

b—buyers; s—sellers; sa—sales.

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P. AND O. STEAM NAVIGATION COMPANY.

VISCOUNT INCHCAPE ON THE POLITICAL OUTLOOK AND TRADE.

Viscount Inchcape, the company's chairman, presided on December 10th at the 84th annual general meeting of the P. & O. Steam Navigation Co. The report and accounts having been taken as read, his Lordship said that after setting aside £249,150 for redemption of the 5 per cent. and 5½ per cent. debentures, and writing off the discount and cost (£139,711 5s. 6d.) of the 5 per cent. debenture issue, they were able to recommend the same dividend as last year, and to carry forward £101,033 13s. 8d. These results were not derived from working profits, but from the company's investments and other sources, such as dividends from their allied lines.

The insurance fund which had suffered heavy losses had increased by only £18,081, and several claims were still outstanding against the year's premiums. Since the fund was started seven years ago their premium had exceeded claims by £1,918,961 10s. 2d. With 427 ships at sea covered by the fund they could not expect to run free of accident every year.

COMPETITION BY STATE-OWNED SHIPS.

Twelve months ago he had said that with few exceptions the earnings of every voyage had fallen short of disbursements, and that he feared some years must elapse before we got back to pre-war conditions. The same remark applied to-day. While crop prospects in Australia and India were hopeful there was no indication of a rise in freights, and the war in China was seriously affecting their trade with that country. During the war our Government built a great many steamers. Very wisely as soon as the war was over they got rid of them, and at high prices, for trade was booming. Not so wise were Canada, America, Australia, Brazil, and Portugal, which held on to their state-owned steamers. These had been competing with privately-owned vessels the world over, with the result that these countries had lost millions of pounds, which had had to be made good by the taxpayer. Some of these governments were now attempting to dispose of their ships, but the vessels, if sold, would not realise one-fourth of their cost. In saying this he was not exaggerating. He recently bought for about £60,000 two steamers which had cost a certain government no less than £600,000 only four years ago, and heaven only knew how much more they had cost in the interval. It was, he continued, not within the capacity of public servants or government departments to manage great international enterprises, such as shipping.

He would like to quote a trenchant speech which he had heard Lord Birkenhead make in the House of Lords a few months ago: "You cannot master the business system of this country in the cloisters of Oxford, and suddenly take up and deal with a most complex organisation, which has developed and grown up with centuries of our life. You can no more become an adequate and intelligent reformer in this respect than you can at the age of fifty or fifty-five go suddenly into the practice of law or medicine. The whole business is one of the most extraordinary nicety and complexity, and to attempt to deal with it without the advantage of most careful preparation is to invite a sure and certain failure." Lord Birkenhead's axiom was, he thought, illustrative of the fallacy of any government embarking on shipping or business of any kind. Such businesses were built up by men who had been trained for and had devoted themselves to commerce. It would, he believed, have paid the shipowning governments to have sunk their ships rather than to have kept them running during the last four years. When governments had rid themselves of the incubus of state-owned vessels the public might see a moderate return to prosperity in the shipping industry. Meantime, the shipbuilding yards of Great Britain would have many empty berths, with resulting lack of employment; but shipowners would not go on building ships unless they could expect a reasonable margin of profit. Governments would be better off if, instead of competing with private enterprise, they took a share of business profits in the form of income-tax. If they continued to run ships, they would fail commercially, and, to make good their losses, would have recourse to additional taxation.

He had, he continued, heard a good deal lately of a proposal to build six 20-knot steamers to carry only passengers, mails, chilled meat and fruit between England and Australia, a proposal in which the Commonwealth Government had been invited to assist financially. Application had also been made to the Trade Facilities Committee for public money to finance the project. It was said that £9,000,000 would have to be put into the venture. Such proposals had been hardy annuals for 25 years. Let the promoters, he said, go to the public for the money; he doubted if they would get it, and if they got it he doubted whether the subscribers would ever see any interest on their investment. It was much more likely that the principal would vanish. In his opinion, the whole idea was doomed to failure. In his (the speaker's) opinion—he might, he said, be wrong—it would be sounder to leave the public to subscribe any money required to develop the industry.

BUILDING AND OPERATING COSTS.

Shipbuilding costs were still from 60 to 70 per cent. above the pre-war level, mainly through high wages and low output in the shipbuilding and contributory trades, while overhead charges in yards not fully employed were a serious cost factor. Continuing, he quoted figures, taken from British and foreign tenders for railway material, to illustrate the difficulty British manufacturers had as against Continental manufacturers in competing for orders for their factories and employment for their workpeople. For wheels and axles, the highest British and Continental tenders were respectively: British, £1,350; Continental, £800. The lowest tenders: British, £920; Continental, £678. For steel tyres for locomotives, the highest tenders were: British, £1,988; Continental, £1,591; the lowest British tender was £1,491; Continental £1,119. For steel springs, the highest tenders were: British, £2,040; Continental, £1,706; the lowest, British £1,463, Continental £978. The lowest tenders for locomotive boilers were: British, £94,691; Continental, £54,695. These samples, he said, could be multiplied. The current f.o.b. quotations for English bar-iron were £8 2s. 6d. to £9 18s. 6d., against, for Continental bar iron, £5 10s. to £5 12s. 6d. He believed, however, that Continental prices were rising, as Continental firms found they were working at a serious loss. In London and the outports used by the P. & O., the cost of loading and discharging showed a percentage increase of about 131 per cent. over pre-war charges; in Antwerp it was a little over 49 per cent. Port dues in London had advanced 63 per cent., their coal now cost 80 per cent. to 90 per cent. more than in pre-war days. These increases had resulted from the higher cost of labour. Production costs must be reduced in order that our export trade might revive.

It was, he continued, not always understood by the public what effect even a slight advance of wages might have on the community unless it was accompanied by a corresponding increase of output. Despite all suggestions to reduce it, our population continued to increase, we had to depend on other countries for the bulk of the necessaries of life, and we could not pay for these unless we could market our exports. To do this we had to meet, in our prices, the competition of other countries. Only by persistent hard work and the rigid keeping down of expenses should we get our share of the world's trade, and so be enabled to support our population.

Many orders for steamers had been placed abroad on terms with which our builders could not apparently compete. He supposed hard economic facts would bear their fruit eventually, but meantime the people of Great Britain were suffering. The loss of wages occasioned by strikes during the past few years must have run into many millions, causing great privation among the employees' families and depleting the trade union funds, which had to be restored by levies on the workmen's wages. If this vicious circle continued Great Britain would become a land of paupers. If common sense were allowed to prevail, and our Government departments displayed economy, we should, despite drastic taxation, regain our world supremacy in trade and finance. So far ours was the only country which had met its war commitments; our credit remained untarnished; and he believed, despite certain prophecies, London would continue to be the centre of the world's finance. The resumption of a free market for gold would be good for trade and good for the City of London. "Peace in industry" should be our watchword. Much depended on sane counsel by the leaders of labour. His faith in the good sense of the British workman remained unshaken. It was vital, as never before, that our industries should go on unchecked by trade disputes. Thereby we might see, better than a rise in wages, a rise in the purchasing power of wages. This, he was convinced, was the best way to increased prosperity for the country and to a better standard of living for the workers.

THE BOYCOTT IN AUSTRALIA.

An extraordinary state of affairs had, he continued, lately arisen in Australia. From what they could gather, a Bureau was some time ago set up in Sydney for the enrolment of ex-Service men as waterside workers. Recently the Labour Union had objected to members of the Bureau being employed who were not also members of the Union. The company's steamer *Maloja*, which had been partly loaded by Bureau men in Sydney, was declared "black" on arrival in Melbourne and could get no cargo. On reaching Adelaide she was there also declared "black," and could get no cargo. They had been informed she would get no pilot or tugs at Fremantle, and would be unable to embark mails, so she was sent into Albany, where she picked up the mails, but she was refused the service of tugs; and passengers had to be embarked in the ship's boats. She was now on her way home, practically without cargo. Several other steamers were in the same predicament, although they had not worked cargo by Bureau labour. One steamer, outward bound, was not allowed to get a pilot at Fremantle, and when she came alongside in charge of the captain her hawsers were cast adrift and she had to anchor in the stream. A steamer, chartered by the Australian Commonwealth Line (Government owned), to take cargo from Great Britain to Australia had been tied up three or four weeks in Fremantle with all her cargo on board, because her crew were not being paid the Australian rate of wages and the Government had chartered this vessel and laid up some of their own ships because they could not run them except at a heavy loss. The position was almost inconceivable. They were between the devil and the deep sea, and apparently law and order in the Australian ports did not exist. He had, he continued, implicit faith in Mr. Bruce, the Prime Minister of Australia, to protect his country from what was more or less Bolshevism, and to save her trade from such paralysis.

During the six years in which the Maritime Board, by which sea-going wages were fixed, had been in operation the trade had been free from strikes. The relations between shipowners, seafaring men and the men's leaders, were most cordial. Although in anticipation of improved freights wages afloat were some months ago advanced, there were few vessels which, even yet, were making ends meet in their earnings and disbursements.

THE MAIL SERVICE.

Their mail service had been carried on satisfactorily, but not without difficulty. Until they got possession of the ships now building, they would not reach the efficiency at which they had always aimed. The delivery of these ships would enable them to revert to the full schedule on all the Company's lines. Last year they carried 700,000 bags of mails, equal to nearly 70,000 tons of space, an increase in ten years of about 100 per cent. of mail matter. This increase, to a great extent, had resulted from the development of the parcel post which, even with a limit of 11 lbs. per parcel, greatly affected the Company's freight traffic. In the resumption of the fortnightly mail service to and from Australia the directors, looking for additional sources of revenue, had instituted regular calls at Algiers and Port Sudan.

Three hundred and sixty-one members of the sea and land staffs—258 of the P. & O., and 103 of the British India Companies—gave their lives during the Great War. To commemorate the service they rendered to their country, a permanent memorial had been placed at the entrance to the Board Room.

The Conservatives having taken up the reins, he trusted we might have a stable government for a lengthened period. Pledges given by the leader of the party not to interfere in trade were sufficient to inspire confidence of the business community. The minds of a certain section of the Conservative Party might still lean towards Protection, but the country had pronounced against this a year ago, and the decision had been accepted by Mr. Baldwin. The country had now given its verdict as to whether the nation was to carry on with its constitutional monarchy—God Save the King—or whether the whole fabric of society was to be demolished. In Russia, under Bolshevism, murder was rampant, property confiscated, family and moral life destroyed, and the teachings of the Christian religion were being annihilated. He did not believe there were two people in four hundred thousand of our population who wished to see their native land reduced to this condition. He believed that not for five years, not for five hundred years, should we have any Bolshevist nonsense in Great Britain. The people would have nothing to do it.

THE YEAR'S PASSENGER TRAFFIC.

Although cargo had been scarce and freight rates low, passenger traffic had been well maintained. He could not speak too highly of the devotion and zeal of their agents, their shore establishments in all departments, their captains, officers, engineers, pursers and pursers' staff, to whom the Board were indebted for the P. & O. Company's popularity with passengers. Any complaint was inquired into with a view to improvement, and every letter of thanks was, he said, sent to the Captain for his information, and that of those below him. In the vessels now under construction to take the place of those destroyed by enemy action, they were avoiding extravagance in the way of decoration; but every care was being bestowed on the arrangements for the convenience and comfort of the travelling public. This was a matter of great interest to their technical staff, and to all of those who were concerned in the success of the new ships; an interest which was shared by his wife and his daughter, Elsie, whose suggestions were of value. Lady Inchcape and he were, he said, going with their technical advisers to Belfast the next week to go through the arrangements on board the *Razmak*. During the year the number of steamers in commission of the P. & O. and allied lines was 445; number of sea miles run, 16,692,686; number of entries into port, 28,773; tons of cargo carried, 14,470,267; number of animals carried, 253,227; number of passengers carried, 1,883,027; average daily number of crew employed, 37,027; expenditure in wages and victualling of crews per annum, £5,127,000.

THE TREATY WITH GERMANY.

The Commercial Treaty with Germany negotiated by the President of the Board of Trade, Sir Philip Cunliffe-Lister, signed on behalf of the British and German Governments within the last few days, and which would shortly come up for that ratification by Parliament, which it would most assuredly get, was, he said, the most important step yet taken towards a renewal of our trade, not only with the Continent, but all over the world. If he might venture to say so, the time had now come when the hatchet had to be buried. Germany was now expiating as far as she could the horrible outrage perpetrated by Prussian militarism; and it was important to resume friendly commercial relations with her, with all the safeguards provided by the Treaty. Our present Government had only been a few weeks in power and already, by the firm steps they had taken in Egypt and by their Trade Treaty with Germany they had vindicated the verdict of the country. The denunciation of the proposed Treaty with the Soviet Government, which would have done no more for British commerce with Russia than the Trading Agreement made in 1921, was, he said, all to the good.

THE COMING YEAR.

With regard to the operations of the year on which they had just entered, many of their voyages were not even now covering expenses. Every economy consistent with efficiency was being effected. Until trade revived they would have considerable anxiety. Their Stock Exchange investments, taken as a whole, stood in their books at much less than they would realise if sold to-day. Their ships stood at considerably less than cost, after allowing depreciation at 5 per cent. per annum on the original price; their properties all over the world were well written down. Their allied companies were all perfectly sound, although they, too, were suffering from the general depression. The Company would, he said, carry on its great work, but if the Board had to recommend a lower dividend for the current year they, the stockholders, would, he was sure, accept it philosophically.

"Continuing, his Lordship said he had always favoured Free Trade, but, now that Protection had had its quietus, at any rate for the time being, by the Prime Minister, he did not know on which side he was except that he was not a Communist, a Socialist or a Bolshevist. But as long as he remained their Chairman he would, with the approval of his colleagues, observe the conservative financial policy which had built up the P. & O. On the other hand, he would continue to adopt what might still be called a liberal policy in marching with the times; and in improving their ships, for the convenience of their passengers and shippers, in large things and in small things.

He had been assailed by the Chamber of Shipping more than once to get the Canal dues reduced, and he was not without hope that a reduction would shortly be announced. Although he had no authority to say so, he hoped the reduction would be 25 gold centimes a ton. The dues would then be Fr.7.25 as against Fr.6.25 in 1914. He trusted, if the traffic continued to improve, that a further reduction might be made before long. As Chairman of the London Committee and a Vice-President of the Board, he had never failed to urge that the lower the dues were, the more would traffic be attracted to the Canal. His representations had always been received with the greatest courtesy, and he cordially acknowledged that the President of the Canal Company and its officials, by the high quality of their administration and the manner in which their staff in Egypt discharged their responsibilities both as to the traffic and the improvement of the Canal, left nothing in this respect to be desired. The Canal system and its administration were an object lesson against nationalisation of industry. Woe betide Great Britain if railways, banks, shipping and other enterprises were handed over to government departments. There would be much weeping and wailing and waiting at the doors—to say nothing of the gnashing of teeth.

THE STAFF—AN APPRECIATION.

He would, he said, continue to add to the comfort and amenities of all those who spent their lives afloat in charge of the Company's vessels, from the Captain downwards. Their devoted service and their resource in emergencies were beyond praise. Speaking from experience, both as a subordinate (they were, he said, all subordinate to somebody; some, he would not say all, were subordinate to their wives!) and from a long experience of administration, he had never known loyalty and discipline to surpass those which characterised the entire staffs, both afloat and ashore, of the P. & O. Company. This, he said, made his work not a task but a real pleasure. They still drew their young officers from the *Worcester*, under Sir Thomas Sutherland's scheme, and in Captain Sayer (H.M.S. *Worcester*) they had an admirable disciplinarian and instructor. The young officers were highly spoken of by their commanders; and their respected friend, Captain Angus, the Company's former Nautical Inspector, who was with them to-day, put them through a crucial examination before passing them for the service.

He had made a voyage to Ceylon by the new steamer *Maloja* last winter and came back by the *Moldavia*. Everything on board went like clockwork, and the vessels were kept like yachts. If anyone wanted to get away from the winter at home he could do nothing better than take a run out from Marseilles to Colombo by P. & O., spend ten days in the charming Island of Ceylon, with its delightful climate of Neuralia, and get back to Marseilles after having been absent less than six weeks. If he backed a winner at the Neuralia races at five hundred to one—as he, the speaker, had been credited with doing—he could have his trip for nothing, and something in hand which, as they all knew, he could double with ease at Monte Carlo on his way home.

The Board had nominated as a director the Right Honourable Viscount Churchill, who, as Chairman of one of our greatest, most up-to-date and best managed railways, the Great Western, had had a long experience of affairs. If his appointment were confirmed, as he was sure it would be, they would have in him not only a most valuable but a most agreeable colleague.

He wished to express their great regret at the death of Mr. W. F. Courthope, who had served as auditor with great ability for twenty years. He was a member of the firm of Williams Deacon & Company, and, following tradition, they suggested Sir Robert Williams of the same banking firm to fill Mr. Courthope's place. Mr. F. A. White, whose services as auditor they had had for nearly 25 years, also came before them for re-election to-day, and would, he hoped, for many more years. In conclusion, he said that if he had trodden on anyone's toes in his remarks on general topics he hoped he would be forgiven.

The CHAIRMAN then moved adoption of the report and accounts, which was seconded by Mr. H. N. GLADSTONE.

The motion was carried unanimously, the dividend recommended was declared, and the Rt. Hon. Viscount Churchill, G.C.V.O., was elected a director.

Mr. Frederick Augustus White was re-appointed an auditor of the Company, and Col. Sir Robert Williams, Bart., was appointed an auditor in the place of the late William F. Courthope.

A vote of thanks to the chairman, directors and staff, proposed by Sir C. Stewart-Wilson, K.C.I.E., brought the meeting to a close.

UNIVERSITY OF HONGKONG.

KING EDWARD VII. SCHOLARSHIPS.

No.
961 Cyril Francis Young, St. Joseph's College.
746 Ng Tai Ping, Wah Yan School.
705 Loh Meng Choon, Diocesan Boys' School.

PRESIDENT OF CHINA SCHOLARSHIP.

No.
603 Chang Lu Man, Queen's College.

MONTARGIS FRENCH PRIZES.

SENIOR.

1. *For Government British Schools.*

793 Margaret Wheller (Miss), Central British School.

2. *For other Schools.*

858 Jose Alberto Victor, St. Joseph's College.

JUNIOR.

1. *For Government British Schools.*
Not awarded.
2. *For other Schools.*
423 Mary Soriano (Miss), French Convent.

MATRICULATION EXAMINATION.

SUPPLEMENTARY HONOURS LIST.

No.
793 Miss Kwok Yik Ming (dist. English), Italian Convent.
650 Denis, Nguyen Hon Binh, (dist. French and trigonometry), St. Joseph's College.
671 Lau Kai (dist. Chinese and mechanics), St. Joseph's College.
746 Ng Tai Ping (dist. Chinese), Wah Yan School.

The following candidate has qualified to enter the Faculty of Medicine:

No. 729 Xien Kho Khong Kha, private study.

SUPPLEMENTARY SENIOR LOCAL PASS LIST.

No. 787 Miss Kimy Balretto, Italian Convent.

JUNIOR LOCAL EXAMINATION.

PASS LIST.

No.
5 Chan Ping To (dist. Chinese), Queen's College.
8 Chan Tit Man (dist. arithmetic, Chinese and mathematics), Queen's College.
10 Chan Yee Kom, Queen's College.
13 Chau Shui Ki, Queen's College.
14 Cheng Wing Kwai, Queen's College.
18 Chiu Yue Shing, Queen's College.
21 Fung Yan Lau, Queen's College.
25 Ho Kee Kit (dist. mathematics), Queen's College.
26 Hui Hin Tat, Queen's College.
27 Hui Wai Pan (dist. arithmetic), Queen's College.
29 Ip Kai In, Queen's College.
32 Kwok Ho Lun (dist. mathematics), Queen's College.
33 Kwok Yuk Lun (dist. arithmetic and mathematics), Queen's College.
34 Kwong Sik Kwong (dist. arithmetic, physics and mathematics), Queen's College.
36 Lam Ka Man (dist. mathematics), Queen's College.
40 Lee Pui Tong (dist. mathematics), Queen's College.
41 Lee Shu Sun, Queen's College.
46 Li Ka Yui, Queen's College.
47 Li Yeung Yam (dist. arithmetic and mathematics), Queen's College.
49 Lo Chi Chiu (dist. arithmetic and mathematics), Queen's College.
50 Lo Cho Chi (dist. history and mathematics), Queen's College.
54 Mak Kai Cham (dist. arithmetic and mathematics), Queen's College.
55 Mak Kai Hung (dist. arithmetic and mathematics), Queen's College.
57 Mok Chak Lam (dist. arithmetic and mathematics), Queen's College.
58 Mok Kam Man (dist. arithmetic), Queen's College.
59 Ng Sik Kwong, Queen's College.
60 Pang Tak Ling, Queen's College.
63 Poon King Wong, Queen's College.
66 Singh, Mit (dist. Urdu), Queen's College.
68 Siu Pui Wang, Queen's College.
69 So Sze Ho, Queen's College.
71 Sung Ying Wa (dist. arithmetic), Queen's College.
75 Tam Yan Kwong, Queen's College.
76 To Kai Huen, Queen's College.
77 Tong Fu Sam, Queen's College.
78 Tong Wai Lit (dist. arithmetic, geography and maths.), Queen's College.
79 Tsang Hiu Fung (dist. arithmetic, geography and maths.), Queen's College.
81 Tse Po Shum (dist. arithmetic and mathematics), Queen's College.
88 Wong Ka Tsun, Queen's College.
92 Wong Wing Nin (dist. arithmetic), Queen's College.
96 Wu Chiu Po, Queen's College.
98 Yik Kung Ting, Queen's College.
351 Kwong Chiu Chung, Queen's College.
109 Figueiredo, Charles A., St. Joseph's College.
110 Gaan, Mario J., St. Joseph's College.
113 Jorge, Francisco J. M. (dist. arithmetic), St. Joseph's College.
114 Ker Hong Bee (dist. French and mechanics), St. Joseph's College.
115 Khan, Hakam (dist. Urdu), St. Joseph's College.
116 Khoo Siew Boon, James (dist. geography and Biblical knowledge), St. Joseph's College.
125 Mok York June (dist. arithmetic, mathematics and Biblical knowledge), St. Joseph's College.
126 Pe Teng Chuy, Henry, St. Joseph's College.
129 Peres, Jose Lima, St. Joseph's College.
131 Razack, Dawood Moosa, St. Joseph's College.
133 Remedios, Alberto, St. Joseph's
137 Rosario, Peter Francis, St. Joseph's College.
139 Salleh, Salleh Rubjub, St. Joseph's College.
145 Souza, George (dist. arithmetic), St. Joseph's College.
147 Tang Sze Yiu, Joseph (dist. arithmetic), St. Joseph's College.
150 Wong Chow Ding, St. Joseph's College.
151 Wong, Frederick Victor (dist. arithmetic), St. Joseph's College.
153 Xavier, Louis Augusto, St. Joseph's College.
154 Broadbridge, Frederick, Diocesan Boys' School.
157 Cheung Ewe Sing, Diocesan Boys' School.
160 Chiu Sik Yee, Diocesan Boys' School.
164 Kwan Cho Yiu (dist. mathematics), Diocesan Boys' School.
166 Lee, Edward, Diocesan Boys' School.
167 Lee Hon Sang (dist. arithmetic and maths.), Diocesan Boys' School.
173 Pau, John (dist. physics and arithmetic), Diocesan Boys' School.
175 Randall, Albert, Diocesan Boys' School.
176 Reed, Arthur A. (dist. geography, history and mechanics), Diocesan Boys' School.
178 White, Edmund H. P., Diocesan Boys' School.
179 Wongtaste, Eric (dist. arithmetic, mathematics and mechanics), Diocesan Boys' School.
181 Yuen Tat Cho (dist. mathematics), Diocesan Boys' School.
182 Yeung, William (dist. Spanish), Diocesan Boys' School.
183 Chan Fung Kee (dist. English, arithmetic and Biblical knowledge), St. Paul's College.
185 Chan Sau Hok, St. Paul's College.
188 Chung Hok Nang (dist. physics and mathematics), St. Paul's College.
193 Kam Lun Kok, St. Paul's College.
196 Kwan Yim Chor (dist. mathematics), St. Paul's College.
200 Liu Fook Pui (dist. physics, mathematics, bookkeeping and mechanics), St. Paul's College.
203 Mak Tat Ho, St. Paul's College.
204 Ng Ching Sum (dist. mathematics), St. Paul's College.
205 Ng Kum Tat (dist. arithmetic), St. Paul's College.
206 Tang Man Tuen, St. Paul's College.
207 Tsang Chi Kwong, St. Paul's College.
208 Tsang Ping Wah, St. Paul's College.
210 U Man Shu, St. Paul's College.
211 Ue Chung Fui, St. Paul's College.
213 Woo Mo Tak, St. Paul's College.
214 Yuen Jim Fan, St. Paul's College.
217 Cheng Yam Hoi (dist. arithmetic and mathematics), Wah Yan School.
221 Fung Hung Cho, Wah Yan School.
222 Hau Man On (dist. arithmetic), Wah Yan School.
223 Ho Ping Ki, Wah Yan School.
224 Ko Wing Hong (dist. arithmetic), Wah Yan School.
227 Mak Man Cheung, Wah Yan School.
229 Siew Sui Chun, Wah Yan School.
230 Sung Pak Ping, Wah Yan School.
232 Tam Mung Ying, Wah Yan School.
235 Wai Cheuk, Wah Yan School.
237 Wong Pik Chan, Wah Yan School.
239 Chiu Lai Man (dist. arithmetic), Ying Wah College.
242 Lam Tak Kwan, Ying Wah College.
246 Ng Chi Ngo, Ying Wah College.
247 Ng Tze Chun, Ying Wah College.
249 Sung Shou Tin (dist. physics and mathematics), Ying Wah College.
251 Wan Yew Hing, Ying Wah College.
255 Yung Kai Yiu (dist. arithmetic and history), Ying Wah College.
256 Chan Wai Ying, St. Stephen's College.
257 Chau Chik Nin, St. Stephen's College.
260 Chiu Cham Kau (dist. arithmetic), St. Stephen's College.
263 Go Kay Sin (dist. arithmetic), St. Stephen's College.
265 Khow Sum Eerh, St. Stephen's College.
266 Koh Pek Chiang (dist. arithmetic and history), St. Stephen's College.
267 Kwok Wing Kong (dist. arithmetic), St. Stephen's College.
270 Lee Hua Kek, St. Stephen's College.
271 Lee Hua Tshai (dist. mathematics), St. Stephen's College.
272 Leong Kam Leng (dist. arithmetic), St. Stephen's College.
273 Li Ching Wa, St. Stephen's College.
274 Lim Seow Chuan, St. Stephen's College.
279 Tan Swan Tjiang, St. Stephen's College.
280 The Binuw Geng (dist. arithmetic, physics and Biblical knowledge), St. Stephen's College.
282 Tseng Wah Chuon, St. Stephen's College.
283 Tseng Wah Keung, St. Stephen's College.
284 Tseng Wah Loe, St. Stephen's College.
290 Yap Tjong Hie, St. Stephen's College.
291 Chan Shiu Tong, Ching Ngo College.
304 Lau Sheung, Docksin School.
310 Lee Ping Yuen, Educational Institute.
316 Wai Man Lok (dist. arithmetic), Educational Institute.
344 Liu Yan Tak, Tutorial Institute.
356 Hirst, James John, Central British School.
358 Maycock, John H. (dist. mathematics and drawing), Central British School.
360 Whitley, Thomas S. D., Central British School.
361 Williams, Samuel Edward, Central British School.
263 Witchell, Robert G., Central British School.
376 Lim Chak Pui, private study.
283 Lim Chi Shih, private study.
390 Tran Ngoc Lun (dist. French), private study.

JUNIOR LOCAL EXAMINATION.

PASS LIST.—(GIRLS).

No.
397 Fung Sui King, Belilios Public School.
398 Hung Lai Kwan, Belilios Public School.
399 Kwok Lai Lin, Belilios Public School.
400 Kwok Lai Sim, Belilios Public School.
407 Wong Shau Ha, Belilios Public School.
410 Allison, Christina Mary, Central British School.
412 Choa, Beatrice, Diocesan Girls' School.
414 Groundwater, Mary G., Diocesan Girls' School.
415 Hing, Alice, Diocesan Girls' School.
416 Ho Tung, Grace (dist. history), Diocesan Girls' School.

(*Continued on next Column*).

DISPUTE OVER CONTRACT.

CHINESE FIRM CLAIMS $237.25.

A dispute over the laying of pipes was heard before Mr. Justice Gompertz in the Summary Court yesterday, when the Kwong Shun Fat firm claimed from Ching Sing and Leung Hung Kit $237.25 for work done and materials supplied.

The first defendant was represented by Mr. C. A. S. Russ, who stated that first of all the contract came to his client through Messrs. Dodwell & Co., Ltd., and he transferred it to the second defendant, who employed the plaintiff firm. It now appeared that the second man had absconded without paying the man he employed.

The managing director of the plaintiff firm said that when he asked either of the defendants for the money he was referred to the other.

His Lordship gave judgment for first defendant, and the case against the man who had absconded was adjourned as service of writ could not be proved.

MASTER EMIL DANENBERG.

CONCERT AT THE CITY HALL.

Following a most successful tour in the Philippines the seven-year old pianist, Master Emil Danenberg, gave a concert last night in the City Hall, which was attended by a large number of local music lovers.

The juvenile musical prodigy astonished and delighted the audience with numerous numbers and was warmly applauded.

Master Danenberg was assisted by Mrs. D. J. Brown (vocalist) and his father, Professor Danenberg, in two pianoforte selections.

The programme was as follows:—

2 Pianos.—Le Matin (Chaminade) and Gavotte (Jules Ten. Brinke)—Master Emil Danenberg and Prof. Danenberg.

Oxen Minuet (Haydn), Tocatta (Paradies), Sonata op. 14 No. 2 (Andante and Scherzo Finale) (Beethoven)—Master Emil Danenberg.

Song, Mrs. D. J. Brown.

The Swallows (Gurlitt), Nocturne in A (Field), Valse in B minor (Chopin)—Master Emil Danenberg.

2 Pianos.—Neapolitana (Tarantella), Lack)—Master Emil Danenberg and Prof. Danenberg.

2 Pianos.—Scherzo (Melan Gueroult)—Master Emil Danenberg and Professor Danenberg.

Variations on a Sicilian Air (Spindler), Serenade Italien (Staub), Murmurring brook (Poldini)—Master Emil Danenberg.

Song, Mrs. D. J. Brown.

Danse de Puck (Greig), Song of the East (Cyril Scott), Chinese Mandarin (Walter Niemann), Golliwog's Cake Walk (Debussy)—Master Emil Danenberg.

2 Pianos.—Arabesque in E (Debussy), Imperatrice des Pagodes (Ravel), La Sevillane (Chaminade)—Master Emil Danenberg and Prof. Danenberg.

REVENUE OFFICERS' FIND.

AUTOMATICS AND CARTRIDGES IN CLIPS.

When Revenue Officers were walking along the Praya, near the Steamboat Co.'s Macao Wharf yesterday morning, they observed someone throw a bag into the Harbour from a sampan.

The three persons on the sampan were arrested, and when the bag was recovered it was found that it contained eight Mauser pistols, and 500 rounds of ammunition, in clips.

By this it was suspected that the rounds were for immediate use, and that a coup was planned.

417 Kew, Winifred (dist. needlework), Diocesan Girls' School.
418 Remedios, Vanda E., Diocesan Girls' School.
419 Silva, Marie A., Diocesan Girls' School.
420 Spradbery, Diocesan Girls' School.
421 Thornburn, Janet M. (dist. needlework), Diocesan Girls' School.
423 Julyan, Gertrude (dist. stenography), French Convent.
424 Lam, Julia (dist. needlework), French Convent.
428 Soriano, Mary (dist. Biblical knowledge), French Convent.
Woo, Violet (dist. needlework), French Convent.
430 Alves, Marie Machado (dist. needlework), Italian Convent.
433 Choa, Angeline, Italian Convent.
434 Choa, Gertrude, Italian Convent.
435 Dick Lai Chun (dist. needlework), Italian Convent.
436 Dillon, Doris, Italian Convent.
437 Elarte, Remigia, Italian Convent.
438 Franco, Ines (dist. needlework), Italian Convent.
439 Ho Fung Chiu (dist. needlework), Italian Convent.
440 Hui Lai Ying, Italian Convent.
441 King, Olga, Italian Convent.
442 Kotewall, Mary, Italian Convent.
443 Leonard, Eileen, Italian Convent.
444 Lopes, Maria, Italian Convent.
445 May, Thelma (dist. needlework), Italian Convent.
446 Rumjahn, Rosie (dist. Biblical knowledge), Italian Convent.
449 Stoppa, Josephine (dist. needlework), Italian Convent.
452 Xavier, Estelita (dist. needlework), Italian Convent.
457 Gill, Celeste (dist. needlework), St. Mary's School.
458 Gutierrez, Bellarmina (dist. needlework), St. Mary's School.
462 Cheng Hung Yue, St. Stephen's Girls' College.
465 Ip Yuk Ying, St. Stephen's Girls' College.
466 Ma, Amy, St. Stephen's Girls' College.
467 Tsang Hui Fun, St. Stephen's Girls' College.
468 Wong, Clara (dist. music), St. Stephen's Girls' College.
469 Liang Yee Sung, Tutorial Institute.

MALE VOICE CHOIR.

CONCERT AT CATHEDRAL HALL.

The Cathedral Hall was well filled last night for a concert given by the Hongkong Male Voice Choir, and the large audience spent a thoroughly enjoyable time.

The choir was under the capable conductorship of Mr. Stanley Collett. The accompanists were as follows:—Mrs. Stanley Collett, Mr. F. Mason, A.R.C.O., L.T.C.L., and Mr. A. M. Bowes-Smith.

The programme was as follows:—

Part Song—"The Beleaguered" (Arthur Sullivan).

Song—"I Heard You Singing" (Eric Coates).
Mrs. A. M. Bowes-Smith.

Duet and Chorus—
Miserere from "Il Trovatore" Verdi.
Leonora: Mrs. Stanley Collett.
Manrico: Mr. H. G. Annis.

Violin Solo—
Three Dances from "Nell Gwynne" Edward German.
Mr. W. C. Adams, R.N.

Part Songs—
(a) "O Peaceful Night" Edward German.
(b) "Departure" .... Franz Abt.

Humorous Monologue .....
Mr. G. W. C. Burnett.

Part Songs—
(a) "The Midnight Guard" A. E. M. Grétry.
(b) "Rolling down to Rio" Edward German.

Part Song—"Choric Measure" Ethel Boyce.

Song—"Light, My Light" Landon Ronald.
Mrs. A. M. Bowes-Smith.

Part Song—"An Evening's Pastorale" Wilfred Shaw.

Humorous Monologue .....
Mr. G. W. C. Burnett.

Part Songs—
(a) "Its Oh! to be a Wild Wind" Edward Elgar.
(b) "Song of the Jolly Roger" C. F. Chudleigh Candish.

Violin Solo—
"Selection from "The Gondoliers" Arthur Sullivan.
Mr. W. C. Adams, R.N.

Part Song—"The Long Day Closes" Arthur Sullivan.

The choir comprised Messrs. Annis, Best, Ellis, Osborne, West, Brightman, Gill, Griffiths, Jefford, Reed, Worth, Foster, Hartfield, Paul, Shepherd, Short, Stevenson, Taylor, Curwood, Dewhurst, Helliwell, Jinman, Matthews, Rundle, and Vint.

HONGKONG TRADE IN 1924.

RAW SUGAR MARKET.

The trend of prices during the year under review has been in a downward direction practically throughout, closing values at end of December being about the lowest. The chief cause is to be found in enormous increase in Beet Sugar production over the previous year, such increase being in the vicinity of 2,000,000 tons.

The World's supply for 1923 compares with that of 1924 as follows:—

	Tons.
European Beets, 1923-24.....	5,057,761
Estimated European Beets, 1924-25	7,143,000

The principal increases have occurred in Russia, Czecho-Slovakia and Italy.

Cane Sugar cultivation also shows increase. Following are the comparative figures:—

1923-24	13,837,310
1924-25	14,226,200

British India only points to a decrease (about 366,000 tons).

	Tons.
Grand total cane and beet 1923-24	19,698,888
Grand total cane and beet 1924-25	22,082,200
Estimated increase in world's production	2,383,312

The fact that prices have decreased some 40 per cent. during the year 1924 should stimulate consumption and somewhat offset the large surplus of sugar now becoming available in the world's markets.

The following are the approximate average monthly prices of Java raw sugars in the Hongkong market during the year 1924:—

	Whites. Per pcl.	Browns. Per pcl.
January	$15.00	$14.60
February	15.20	14.85
March	14.30	14.00
April	13.20	12.50
May	13.00	12.80
June	12.00	11.80
July	11.70	11.00
August	11.60	11.00
September	10.65	10.35
October	10.35	10.10
November	10.00	9.75
December	9.60	9.30

The total imports of sugar from foreign ports to Hongkong for 1924 approximate 200,000 tons, exclusive of refineries imports. Actual figures are not not yet available.

Stocks in Hongkong at December 31st, 1924, approximate:—

	Bags.	Tons.
Superior white sugar	284,000	say 28,400
Fine white sugar.....	65,000	,, 6,500
Brown sugar	48,000	,, 4,800
Molasses sugar	71,000	,, 7,100

K.C.C. DANCE.

A highly enjoyable dance, organized by the Kowloon Cricket Club, was held at the Hongkong Hotel Roof Garden last night, when over 250 members and their friends danced to the music of the Hotel orchestra. The Club intends to make these dances a monthly fixture.

BOTH FOR QUALITY AND VARIETY YOU WILL BE PLEASED WITH

PEEK FREAN'S BISCUITS.

CUSTARD CREAMS	per No. 1 tin	$1.60
BOURBON "	"	1.50
CREAM HORNS	per special tin	1.20
ORANGE & LEMON CREAMS	"	1.40
ASSORTED " ...	"	—
FANCY CASTLE TINS	Each	.75
CHOCOLATE BISCUITS ...	per special tin	1.80
CREAM BRAZIL " ...	per No. 1 tin	1.20
BIG GAME " ...	"	1.40
OSWEGO " ...	"	1.10
COMBINATION " ...	"	1.10
PUNCH & JUDY " ...	"	.95
NOAH ARK " ...	"	.90
MARIE " ...	"	1.00
THIN ARROWROOT " ...	"	.95
SHORTCAKE " ...	"	1.30
PETTIT BEURRE " ...	per No. 2 tin	1.70
" " " ...	per No. 1 tin	1.00
NICE " ...	per No. 2 tin	1.35
" " ...	per No. 1 tin	1.10
GINGER NUTS " ...	per No. 2 tin	2.10
" " " ...	per No. 1 tin	1.10

LANE, CRAWFORD, LTD.

GREEN ISLAND CEMENT CO., LTD.

Best Portland Cement

SHEWAN, TOMES & CO.,
GENERAL MANAGERS,
HONGKONG.

NEW ENGLISH RECORDS
(COURT SYMPHONY ORCHESTRA)

992 { IOLANTHE—SELECTION PARTS 1—2
993 { THE PIRATES OF PENZANCE—SELECTION PARTS 1-2
994 { THE MIKADO—SELECTION PARTS 1—2
3488-9 { MIDSUMMER MADNESS—SELECTION PARTS 1—2—3

AT
ANDERSON'S.

Wm. Powell Ltd.
Telephone C. 3146.

TAILORS
AND
COMPLETE OUTFITTERS
Hongkong Hotel Buildings,
Pedder Street
THE TASTES OF ALL MEN
are reflected in their dress. The most varied tastes and deeds are amply satisfied when their clothes are cut and Tailored by Powell's.
LATEST AND EXCLUSIVE STYLES

NEW ADVERTISEMENTS

HONGKONG DEVELOPMENT, BUILDING & SAVINGS SOCIETY, LTD.

NOTICE OF ORDINARY GENERAL MEETING.

NOTICE is HEREBY GIVEN that the FIRST ORDINARY GENERAL MEETING of the Company will be held at the City Hall, Hongkong on SATURDAY, the 17th JANUARY, 1925, at Noon, for the purpose of receiving the Reports of the Directors together with a Statement of Accounts for the period from the 28th December, 1923, to the 30th September, 1924, and also for election of Directors.

THE TRANSFER BOOKS of the Company will be CLOSED from the 13th January to 17th January, 1925, both days inclusive.

By order of the Board,
EDWARD B. RAYMOND,
Secretary.

Hongkong, 8th January, 1925. [1708

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (WINDING UP) No. 2 of 1924.

Re THE HONGKONG CANTON AND WEST RIVER TUG AND LIGHTER COMPANY, LIMITED.

NO Resolutions having been passed at the Meetings of Creditors and Contributories summoned in accordance with the provisions of Rule 44 under Section 220 of Ordinance No. 58 of 1911, NOTICE IS HEREBY GIVEN that His Honour the Chief Justice will hear an application to appoint the Official Receiver as Liquidator at 10.30 o'clock in the FORENOON on SATURDAY, 17TH JANUARY, in Chambers.

Dated the 8th, day of January, 1925.
Sd. C. D. MELBOURNE,
Official Receiver.

1707]

G. R.

COLONIAL SECRETARY'S DEPARTMENT.

IT is Hereby Notified that SEALED TENDERS in Triplicate, which should be clearly marked "TENDER FOR QUARRIES," will be received at this Office until NOON on MONDAY, the 12TH DAY of JANUARY, 1925, for the letting of the undermentioned Granite Quarries at Hongkong and Kowloon, for a period ending 31st December, 1925, or, as an alternative, for a period ending 31st December, 1926.

Each Tender must be accompanied by a receipt to the effect that the Tenderer has deposited in the Colonial Treasury a sum as stated in the schedule hereunder opposite to each Quarry, as a pledge of the *bona fides* of his offer, which sum shall be forfeited to the Crown, if the Tenderer refuses to carry out his Tender and comply with the Conditions hereinafter contained, should the Tender be accepted.

The Government does not bind itself to accept the highest or any tender.

Forms of Tender can be obtained from the Director of Public Works.

PARTICULARS OF THE QUARRIES.

Quarry Lot No.	Approximate Area in Acres.	Upset Annual Crown Rent.	Deposit with Tender.
Shaukiwan Lot No. 1	37.00	$5,550.00	$550.00
Shaukiwan Lot No. 2	40.33	6,000.00	600.00
Kowloon No. 3 ...	4.00	1,600.00	160.00

[1705

S.S. "AMBOISE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Wednesday, the 14th instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before Saturday, the 17th inst., or they will not be recognized.

All damaged Packages will be examined on Wednesday, the 14th instant, at 10.00 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Agent.

Hongkong, 8th January, 1925. [1704

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM AND STRAITS.

THE Motor Vessel

"GLENSHIEL"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 14th January, 1925, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard and Douglas, on 13th January, 1925, at 10 a.m. Claims against the Steamer including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 7th January, 1925. [1703

NEW ADVERTISEMENTS

FOR SALE.

18 H.P. ARMSTRONG-SIDDELEY CAR. First Class Condition.
Apply—
DEACONS,
Hongkong.

1708]

TO LET.

FULLY FURNISHED, 373, THE PEAK, From 15TH MARCH to 1ST OCTOBER. Apply by letter only, to ELDON POTTER, 373, THE PEAK.

TO LET.

TO LET.—One SINGLE ROOMED OFFICE on 1ST FLOOR, No. 14/16, PEDDER STREET.
Apply—
PROPERTY OFFICE,
JARDINE, MATHESON & Co., LTD.

1196]

WANTED.

WANTED to Purchase Some Second Hand PACKING CASES, Must be Clean and Sound for Packing Articles to take to England.
Please Apply—
MR. H. PERCY SMITH,
6, Des Vœux Road Central.

1699]

FOR SALE.

No. 7, STEWART TERRACE, 270, PEAK.

5 ROOMED HOUSE. Modern Sanitation.
Apply—
F. A. MACKINTOSH,
MACKINTOSH & Co., LTD.
[1680

FOR SALE AT ONCE.

BEST Offer Possibly Accepted "KELLETT MANOR," being No. 185, MOUNT KELLETT, and An Excellent STEEL BEAM, 16ft. 3 in. by 8 in. by 9 in.
Please Apply—
MR. H. PERCY SMITH,
6, Des Vœux Road Central.

1700]

THE HONGONG TUG & LIGHTER CO., LTD.

NOTICE OF CALL.

NOTICE IS HEREBY GIVEN that the THIRD CALL of $2 per Share on Each of the 100,000 Shares has been made by the Company and that such Call will be Payable to the Company's Bankers, THE HONGKONG & SHANGHAI BANKING CORPORATION, in Hongkong, on or before 10TH JANUARY, 1925.

SHEWAN, TOMES & CO.
General Managers.
[1697

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "ATREUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 7th January.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 13th January, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th January, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 6th January, 1925. [1695

NOTICE TO CONSIGNEES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "DONGOLA"

ARRIVED HONGKONG ON 7TH JANUARY, 1925.

FROM BOMBAY, COLOMBO & STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This Vessel brings on Cargo from Persian Gulf ex B.I.S.N. and B. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless Instructions have been given to the contrary 6 hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's surveyors, Messrs. GODDARD & DOUGLAS at 10 a.m., on Mondays and Thursdays.

All Claims must be presented within ten days of the Steamer's arrival here after which late they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, 7th January, 1925. [1702

INTIMATIONS

NOTICE.

WRIGHT & COMPANY.

NOTICE IS HEREBY GIVEN that the Interest and Responsibility of MR. T. W. HORNBY in Our Firm will Cease as and From the 31ST DAY of DECEMBER, 1924.

WRIGHT & COMPANY.

Hongkong, 31st December, 1924. [1674

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING 1925.

ENTRIES for the Forthcoming Races Close on SATURDAY, 10TH JANUARY, 1925, at 3 P.M., and must be sent to The SECRETARY, c/o LINSTEAD & DAVIS, Alexandra Buildings, on or before This Date.

Entry Forms are now Ready and can be had at the JOCKEY CLUB STABLES, RACE COURSE, HONGKONG CLUB, or LINSTEAD & DAVIS.

[1622

LOWE, BINGHAM & MATTHEWS, CHARTERED ACCOUNTANTS.

NOTICE IS HEREBY GIVEN that MR. ERNEST FROST HARDMAN, Chartered Accountant, has been admitted a Partner in Our Firm as From 1st JANUARY, 1925.

LOWE, BINGHAM & MATTHEWS
Hongkong, 6t hJanuary, 1925. [1694

WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C., R.A.S.C., Headquarter Offices, Victoria Barracks, Hongkong, until 12 o'CLOCK NOON on 20TH JANUARY, 1925, for the Supply of 2,000 Bags of FLOUR for Delivery between FEBRUARY 1ST and MARCH 31ST, in One or More Consignments, direct ex ship to the R.A.S.C. Supply Stores, Queen's Road.

Tender Forms and any necessary information may be obtained at the above Office between the hours of 10 a.m. and 1 p.m. Daily, Sundays excepted. [1696

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 12th day of January, 1925, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Kau Pui Shek in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in square feet.	Annual Rental.	Upset Price.
1	Kowloon Inland Lot No. 1648. Adjoining Kowloon Inland Lot No. 1467, Kau Pui Shek	feet. As per sale plan.	feet.	feet.	feet.	1,800	$ 12	$ 1,700

[1689

G. R.

PUBLIC AUCTION.

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PARTICULARS OF THE LOT.

No. of Sale Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in square feet.	Annual Rental.	Upset Price.
2	Kowloon Inland Lot No. 1647. Kau Pui Shek	feet. As per sale plan.	feet.	feet.	feet.	About 5,580	$ 33	$ 3,97

[1699

NORTH-BOUND STEAMERS.

AS, During the North-East Monsoon there is always a possibility of North-bound Steamers Running Short

OF BUNKER COAL,

This is to Inform You that TAIT & CO., AMOY (A Well-protected Port with Good Anchorage) have Stocks of

GOOD JAPANESE BUNKER COALS AT REASONABLE PRICES.

Wireless Messages via Hongkong or Formosa are Re-transmitted by the GREAT NORTHERN TELEGRAPH CO., and a Wire to "TAIT" or "COALBUNKER" AMOY, will Receive their Prompt Attention.

Bentley's Complete-Phrase Code used.

[1437

CHINA AUCTION ROOMS.

FOR GOOD THINGS and REAL BARGAINS Come to The

CHINA AUCTION ROOMS,
China Building,
Ground Floor.

INTIMATIONS

In the days of the reign
Of King Philip of Spain,
When corpulent monks ruled the roost,
---The stoutest of all,
Brother Francis of Gaul.
In SHERRY the whole world
would toast.

Fine SHERRIES

Grown, Bottled and Shipped by

GEO. G. SANDEMAN SONS & Co.

Xeres de la Frontera.

	Duty Paid. Per Case	Per Bot
Light Dry ...	$35.00	$3.00
Solera	37.00	3.10
Very Pale Dry ...	38.00	3.25
Pale Dry Nutty ...	40.00	3.40
Fine Old Brown ...	44.00	3.75

and Fine PORTS

Invalid	$38.00	$3.25
Douro	40.00	3.40
Old Tawny	44.00	3.75
Estrella...	46.00	3.90
Very Old Tawny ...	58.00	5.00
Oldest & Finest ...	61.00	5.20

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

DEATHS.

GREY.—On December 9th, LOUISA ADELINE GREY (ADA), wife of R. W. GREY, late P.W.D., Hongkong, and daughter of the late Major RICHARD GREY.

MACBAIN.—At a nursing home, London, GEORGE MACBAIN, formerly of Penang and Singapore, aged 59.

TREACHER.—At 119, Cromwell Road, S.W. on December 7th, Lady TREACHER, widow of Sir WILLIAM TREACHER, K.C.M.G.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JANUARY 9TH, 1925.

ANTI-CHRISTIAN AGITATION IN CHINA.

THE anti-Christian agitation in certain parts of China that is reported from time to time is unquestionably very intimately related to Soviet propaganda in the country, and though it can hardly be said to have assumed, as yet, the proportions of a serious menace, it is just as well that the official representatives of the Powers in China should take serious notice of the incidents that occur and recognise that they are not of purely local origin, but the sproutings of a wide propaganda. We find no difficulty in agreeing with our Shanghai contemporary when it says that "the present propaganda appears to us to be part of a widespread movement working for the general repudiation of the treaties." That is one of the main objects of Soviet propaganda in China, and this double aim has been associated with Soviet propaganda from the time that the Soviet agents commenced their activities in China. They have worked especially among the student class, and until a few weeks ago there had been little evidence that the leaven of revolt had worked in any other circles. A little more than two years ago we were hearing a good deal about an "anti-Christian movement" spreading rapidly not only in the Capital of China but in the Central and Mid-China provinces generally. At that time the World's Students' Federation, a Christian organisation, held a conference at Peking, and a manifestation of hostility to Christianity synchronised or immediately followed this event. Its relation to Bolshevism was shown in the fact that in the pamphlets distributed Christian and Capitalist were used as synonomous terms. The World's Students' Federation was said to have been promoted by "the foreign capitalists who are aiming at the enslavement of China's millions under the guise of Christianity." It was, however, a short-lived agitation, and only recently has it again reared its dragon's head. The disturbance at Changsha, which apparently inspired our Shanghai contemporary's comments, is marked by precisely the same attitude towards the Bible and the foreigner. Hand bills, we read, have been sent all over the province and telegrams to all the Christian schools. Some of the printed matter is a bitter attack on all Christian education as imperialistic and urges that all Christian schools ought to be closed. The sent of the disturbance at Changsha is the Yale-in-China College where over half the students are out on strike and according to the latest news we have "a monster parade and demonstration, 7,000 strong," had been planned for Christmas Day to show the whole city what they are thinking. A missionary at Changsha, we notice, traces the origin of this ebullition to incidents on the football field in a match between the Yale and Boone colleges, but he leaves us to wonder what incidents on a football field could give excuse to "the daily papers" to publish announcements about the "outgrown Bible," or for saying that its teachings are "oppressing the youth of China, and us in particular, and we will not stand it any longer, but must put it all down." We note the statement that the Governor prohibited the parade by "a strong proclamation" and gave the students "good advice," and we hope it had a salutary effect on the young hotheads. "The sentiment has grown rapidly against foreigners and against Christianity," says the missionary. In Canton, also, which has become the home of Bolshevism in China, the anti-Christian movement has recently been coming into prominence. Here again its centre is the Canton University. Encouragement, however, has been openly given to it by the Bolshevist wing of the Kuomintang, the political party of which Dr. SUN YAT SEN is the official head. Among the speakers at a recent anti-Christian demonstration at this University was Mr. LIAO CHUNG HOI, the ex-Civil Governor of Canton. A Committee of seven members was appointed to organise the anti-Christian campaign and one of the results of this gathering, we take it, was the outrage at the Wesleyan Church at Tsengsha, to which reference is made by our Chinese correspondent to-day. The British Consul-General has demanded the arrest and punishment of the offenders and requested the Canton Government to instruct the police authorities to take the necessary steps to prevent a repetition of such incidents. We hope that this will be done, and that the public authorities in Canton and other parts of China will realise that such incidents, if allowed to go unchecked, are bound to lead to a situation not very dissimilar to that created by the Boxer trouble of 1900.

Mr. Sun Fo, Mayor of Canton, arrived in the Colony from the North on the s.s. *Empress of Russia* yesterday.

Mr. Leopold Przyssiny, the famous violinist and his wife Eugenie, arrived in Hongkong yesterday morning on the s.s. *Empress of Russia*.

A Chinese woman was run into by a motor-lorry at the junction of Coronation and Waterloo Roads, Kowloon, on Wednesday, and died almost instantly.

The Rt. Hon. Sir Albert Spicer, Lady Spicer, and Miss U. Dykes Spicer are passing through the Colony on the P. & O. *Morea*, being booked to Shanghai.

Yesterday being the Queen of Italy's birthday, and there being an Italian warship in harbour, all H.M. ships were dressed and a salute fired in honour of the occasion.

A Wei-hai-wei policeman, whilst asleep in his bunk at the Central Police Station on Wednesday, fell to the ground, and had to be removed to the Government Civil Hospital.

The annual dinner of the Hongkong Oxford and Cambridge Society was held last night, when a number of prominent Oxonians and Cantabs in the Colony attended.

Among the passengers who arrived by the P. & O. *Morea* yesterday were Mr. A. G. M. Fletcher, C.M.G., C.B.E., Mr. and Mrs. G. R. Sayer and three children, and Mr. G. B. Layton.

The death occurred in the Civil Hospital of Mr. R. Cottrell, Chief Officer of the s.s. *Kwang Sai*, who was well-known in the local shipping world. The funeral took place on Wednesday.

Prof. W. A. Giles, LL.D., has just celebrated his 79th birthday. In recognition of the event the Academie des Inscriptions et Belles Lettres (Institut de France) appointed him a *correspondant étranger*.

The Master of the s.s. *Empress of Russia* has reported to the Harbour Office that on the trip from Vancouver, a Chinese fireman died from heart failure, and a Chinese steerage passenger died from narcotic poisoning.

It is reported that six Wei-hai-wei constables, at a Court at Taipo, on charges of obtaining "squeeze" from the inhabitants of a certain village in the New Territories, were all convicted, and sentences ranging from 14 days to six weeks were imposed.

Count de Martel, the newly appointed French Minister to Peking, passed through Hongkong yesterday. Officials of the French Consulate met the Count and Countess who were entertained to luncheon by M. and Mme. de Courthial at their residence in Peak Road.

Sir George Gibb, who in early life was a solicitor and later General Manager of the North Eastern Railway, and subsequently Chairman of the Metropolitan District Railway Co. and of the Tube Railways, arrived on the *Morea* yesterday. Sir George is accompanied by Lady Gibb.

Robbers posing as water carriers gained admission to No. 38, Battery Street on Wednesday night, at a time when the house was occupied by two women only, and stole money and jewellery of the value of $425, and also two deposit receipts on the Hongkong and Shanghai Bank for $2,000 each.

In connection with the theft of a marble clock, gramaphone records and other articles from the residence of Mrs. C. M. Ribeiro, No. 6, Carnarvon Villas, a Chinese appeared at the Kowloon Magistracy yesterday charged with being concerned in the robbery. He pleaded guilty, but His Worship adjourned the case on learning the man was a returned banishee.

Charged with behaving in a disorderly manner whilst in a drunken state, a Chinese clerk appeared before Mr. N. L. Smith at the Central Magistracy yesterday. His wife was charged with assaulting two Indian policemen. The woman said she was helping her husband home when the police attacked him, and in defending her husband she struck at the Police. The clerk was fined $5 and his wife $10.

A foreigner, Mr. H. Abbott, was knocked down and robbed by footpads on the Nantao Bund, Shanghai, last week, says the *Echo de Chine*. Mr. Abbott was in Shanghai on business and was about to return to Swatow by the str. *Yingshin* when the ruffians attacked him and stole from him $128. The police did not learn of the affair until some time afterwards, Mr. Abbot not having made a complaint until the following day.

An Indian guard of the s.s. *Charles Hardouin* was fined $1, with the alternative of three days' imprisonment by Lieut.-Comdr. G. F. Hole, R.N., at the Marine Magistracy yesterday morning, for having taken leave of absence, without permission, while the vessel was in Canton. The Master of the *Charles Hardouin* said that the guard was a new man, and testified to his good character. His Worship said that the offence was a serious one, but he would take into consideration the man's good character, and would only impose a small fine.

The death is announced of Capt. Wm. Spratt, R.N. (retired), in his 94th year. He was the son of a naval commander, who, as a mate, served with Nelson at Teneriffe. Capt. Spratt entered the Navy in 1845, and, amongst other service, was acting lieutenant of the *Hermes*, and was repeatedly engaged with pirates in the China seas. On one occasion he narrowly escaped death, being taken prisoner and stripped, in consequence of the boats under his command being capsized in the surf while they were endeavouring to capture two piratical junks in How-tow Bay (?).

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

TEST CRICKET.

AUSTRALIAN TEAM WINS SECOND MATCH.

ENGLAND'S SUDDEN COLLAPSE.

MELBOURNE, January 8th.

After three-quarters of an hour's play this morning in the second Test Match, Sutcliffe was caught by Gregory off Mailey's bowling (280 for 7). This was the beginning of the end. Douglas was next to go, being bowled by Mailey (289 for 8). Gilligan was caught and bowled by Mailey first ball (289 for 8) and Tate was bowled first ball by Gregory.

England's hopes were thus dashed to the ground in a sudden and dramatic fashion.

After the game there was remarkable enthusiasm. The crowd rushed on to the ground, shook hands with the players and patted them on the back—particularly the Englishmen.

Sutcliffe came in for especial attention. He had batted for 6 hours and 19 minutes and hit 12 fours. He gave a masterly exhibition of imperturbable defence.

The Governor-General congratulated the winners and complimented the Englishmen on their splendid fight.

Gilligan stated his men were by no means down-hearted. They are brimful of fight and confident of victory next time. "Tell England I will win the toss and the next three matches."

Collins says the match was one of the greatest fights ever." Winning the toss just about turned the scale.

Full scores follow:

AUSTRALIA.
1st Innings.

W. Bardsley, c Strudwick, b Gilligan	19
H. L. Collins, c Strudwick, b Tate	9
Arthur Richardson, run out	14
M. Ponsford, b Tate	128
J. M. Taylor, run out	72
Victor Richardson, run out	138
C. Kelleway, c Strudwick, b Gilligan	32
A. E. Hartkopf, c Chapman, b Gilligan	80
J. M. Gregory, c Gilligan, b Tate	44
W. A. Oldfield, not out	39
A. A. Mailey, l.b.w. Douglas	1
Extras	24
Total	600

Bowling Analysis.

	R.	W.
Gilligan	114	3
Tate	142	3
Douglas	95	1
Woolley	26	0
Hearne	69	0
Tyldesley	130	0

ENGLAND.
1st Innings.

J. B. Hobbs, b Mailey	154
H. Sutcliffe, b Kelleway	176
F. E. Woolley, b Gregory	0
J. W. Hearne, b Mailey	9
E. Hendren, c Oldfield, b Kelleway	32
A. P. F. Chapman, b Gregory	28
J. W. H. T. Douglas, c Collins, b A. Richardson	8
R. Tyldesley, c Collins, b Gregory	5
M. W. Tate, b A. Richardson	34
A. E. R. Gilligan, not out	17
H. Strudwick, b Hartkopf	4
Extras	12
Total	479

Bowling Analysis.

	R.	W.
Gregory	124	3
Kelleway	62	2
Mailey	141	2
Hartkopf	120	1
A. Richardson	20	2

AUSTRALIA.
2nd Innings.

H. L. Collins, b Hearne	30
W. Bardsley, l.b.w. Tate	2
A. Richardson, b Tate	9
M. Ponsford, b Tate	4
J. M. Taylor, b Tate	90
V. Richardson, c Strudwick, b Hearne	6
C. Kelleway, c and b Hearne	17
A. E. Hartkopf, l.b.w. Tate	0
J. M. Gregory, not out	36
W. H. Oldfield, l.b.w. Hearne	39
A. A. Mailey, b Tate	3
Extras	12
Total	250

Bowling Analysis.

	R.	W.
Tate	99	6
Gilligan	40	0
Tyldesley	6	0
Hearne	84	4
Douglas	9	0

ENGLAND.
2nd Innings.

J. B. Hobbs, l.b.w. Mailey	22
H. Sutcliffe, c Gregory, b Mailey	127
H. Strudwick, l.b.w. Gregory	22
J. W. Hearne, l.b.w. Gregory	23
F. E. Woolley, l.b.w. A. Richardson	50
E. Hendren, b Gregory	18
R. Tyldesley, c Ponsford, b Mailey	0
J. W. H. T. Douglas, b Mailey	14
A. P. F. Chapman, not out	4
A. E. R. Gilligan, c and b Mailey	0
Tate, b Gregory	0
Extras	10
Total	290

Bowling Analysis.

	R.	W.
Gregory	87	4
Kelleway	42	0
A. Richardson	35	1
Mailey	92	5
Hartkopf	14	0
Collins	10	0

FALL OF WICKETS.

1	2	3	4	5	6	7	8	9	10
34	75	121	211	254	254	280	289	289	290

LATEST CABLES.

INTER-ALLIED DEBTS.

FINANCE CONFERENCE MEETS IN PARIS.

PARIS, January 8th.

The papers, commenting on the opening of the financial conference, foresee generally difficult discussions, but no conflicts. *Le Petit Journal* esteems the distance between the French and English views is not very wide; and the conciliatory spirit of Mr Winston Churchill permits hope of agreement.

For *Le Matin* the question is to know whether England will consent to sacrifices about reparations in order to settle the debts' question.—*Havas.*

CLEMENTEL'S ALLEGED PLANS.

PARIS, January 8th.

The Newspapers' comments on the Allied Finance Ministers' Conference suggest that M. Clementel is endeavouring to induce Mr. Winston Churchill to modify the attitude of strict adherence to the Balfour Note, and adopt a more accommodating Note than Lord Curzon's Note of August 11th, 1923—namely a statement of the amount France would still owe if Britain were to deduct from annuities under the Dawes plan her share of 22 per cent.

The papers also declare Mr. Churchill, Col. Logan, and the U.S. Ambassador, Mr. Kellogg, discussed a compromise solution of the Anglo-American friction and suggest that if the Bank of England obtains from America a milliard gold dollars in view of equalising the Anglo-American exchanges, the British Government will raise no further objections to American claims with regards to reparations; and will adopt a more generous attitude towards her debtors.

EARLIER CABLES.

UNOFFICIAL VIEWS EXCHANGED.

PARIS, January 7th.

A *communiqué* states that Mr. Winston Churchill and M. Clementel unofficially exchanged views on the whole question of Inter-Allied debts.

No experts were present.

After the Churchill-Clementel interview, the Finance Conference held its first meeting. The proceedings were formal, and were confined to M. Clementel's welcome and Mr. Churchill's reply.

OPTIMISM OF CLEMENTEL.

On the opening of the Inter-Allied Finance Conference, M. Clementel said he was convinced, from his experience, that the conference would reach a unanimous solution of its problems. He emphasised the necessity for fixing the distribution of reparations, as uncertainty hindered the work of the Reparations Commission, also of the Finance Ministers, who did not know how much to credit their budgets under the head of reparations.

He declared that the conference agenda was mostly a matter of detail. There were only three or four dominant problems, which were themselves relatively of secondary importance compared with fundamental agreement reached in London.

CHURCHILL HOPEFUL ALSO.

Mr. Churchill, replying, endorsed M. Clementel's remarks about the limited technical character of the work before them. "Hope flies on wings and international conferences plod afterwards on the dusty roads, but the conviction exists that progress is being made towards the unity and prosperity of Europe." He declared that nothing would be done which would not tend to show that the conviction was well-founded.

He stated that though the interests of different Allies were conflicting, and each was bound to present its own case all would remember that indissoluble comradeship was more important than the exact achievement of a particular viewpoint. Doubtless larger issues in the background awaited a decision and agreement but the immediate path would not be encumbered with these. They would so handle the business as to disperse minor obstruction and create a spirit and atmosphere which would bring a solution nearer to the Allies, to Europe and the world.

EARLY SOLUTION NOT LIKELY.

No details have transpired about the Churchill-Clementel talk on inter-Allied debts. British circles are not sanguine of an early solution, and expect the discussions will continue throughout the year.

Mr. Churchill subsequently conversed with Colonel Logan regarding the American claim to reparations. Mr. Churchill, in a *communiqué*, now says that no decision was reached as to actual details, but the prospects of an early settlement are considered favourable.

QUESTION OF COLOGNE.

PROTEST FROM GERMANY.

BERLIN, January 7th.

A German Note to the Allies protests against the decision not to evacuate Cologne, and demands the earliest possible communication of detailed Allied complaints.

It says the Allies could claim the right to postpone evacuation only if Germany were guilty of shortcomings whose importance would correspond with the hardship of an extension of occupation; and insists that Germany has disarmed so completely that she will no longer be a military factor in European affairs.

The Note concludes that the differences of opinion arising over the evacuation treaty, which are the result of one-sided dictation, cannot be interpreted as lack of goodwill on the part of Germany; whereas if the Allies continued to be guided by the spirit of the London Conference a settlement would speedily be reached.

LATEST CABLES.

ST. PAUL'S CATHEDRAL.

FUNDS NEEDED TO PRESERVE EDIFICE.

LONDON, January 7th.

The Dean and Chapter of St. Paul's Cathedral have issued an appeal for funds necessary to carry out essential repairs to and preservation of the Cathedral which, according to recent experts' report, will involve an outlay of £140,000.

Some interest in the matter is widely aroused. In fact the City Corporation, a few days ago, served a warning on the Dean, notifying him that the Cathedral is a dangerous structure.

VICTIM TO SCIENCE.

M. DAMALANDER DIES FROM LESIONS.

PARIS, January 8th.

Another French chemist, M. Damalander, has succumbed to lesions caused by experimenting with Rontgen rays.—*Havas.*

EARLIER CABLES.

HUNTING ACCIDENT.

MARQUIS OF SALISBURY'S TRIP TO GENEVA POSTPONED.

LONDON, January 7th.

It is officially announced that the Marquis of Salisbury has been appointed a special delegate from Britain to the Opium Conference at Geneva on January 12th.

Later.

The Marquis of Salisbury will not attend at Geneva on January 12th, as he had a fall while hunting in Hertfordshire to-day.

SIR MALCOM DELEVINGNE.

Sir Malcom Delevingne, whose admirable work preceding the conference as the principal British delegate is recognised, will again go to Geneva as a British delegate.

A NEW "EMDEN."

IN MEMORY OF FAMOUS GERMAN RAIDER.

BERLIN, January 7th.

The new German cruiser *Emden*, of six thousand tons, and twenty-nine knots, fifteen centimetre guns, has been launched at Wilhelmshaven.

It is named in memory of the famous cruiser sunk by H.M.A.S *Sydney* off the Cocos islands during the war.

HOME FOOTBALL.

SCOTTISH LEAGUE MATCH.

LONDON, January 7th.

In the first division of the Scottish "soccer" League Hamilton drew with Motherwell, one all.

CRICKET IN S. AFRICA.

NORTHERN DISTRICTS DRAW WITH MR. SOL JOEL'S XI.

LADYSMITH, January 7th.

In sultry weather, Mr. Sol Joel's eleven compiled 269, Riddell taking 5 for 58.

The Northern Districts scored 124, Jameson taking 7 for 37, and followed on with 147 for 6, the match being drawn.

LATEST CABLES.

[*REUTER'S AMERICAN SERVICE.*]

BIG SHARE DEAL.

NEW YORK SYNDICATE BUYS T. AND T. BONDS.

NEW YORK, January 8th.

A syndicate, headed by Messrs. Morgan & Co., has purchased Five Per Cent. Debenture Bonds, to the value of $125,000,000, in the Telegraph and Telephone Company.

The proceeds will be devoted to granting loans to associated companies or the acquisition of their securities.

U.S. LAW ENFORCEMENT.

SENATOR BORAH DRAWS CURIOUS PARALLEL.

NEW YORK, January 8th.

Senator Borah, in a letter regretting his inability to attend a meeting of the Committee of One Thousand for Law Enforcement, headed by Judge Gary, and Mr. F. D. Rockefeller, Jr., drew a parallel between the alleged activities of foreign nationals with American bootleggers in violation of the Prohibition Law and the Zinovieff Letter. He asked whether the United States was not entitled to say to Britain, as Mr. Austen Chamberlain had substantially told the Soviet: "You either can control your nationals in their effort to break down your policy and plant murder and misery among other peoples or you cannot. It is quite within the power of the British Government instantly to put an end to activities of such moral pirates as would co-operate with criminals in this country to violate the Law and undermine and destroy a great national policy."

U.S. TEXTILE COUNCIL.

REDUCTION OF WAGES NEARLY CAUSES STRIKE.

FALL RIVER, January 8th.

The Textile Council has accepted a 10 per cent. reduction in wages. The Weavers and Mule Spinners' Union voted in favour of a strike; the loom fixers also rejected a reduction, but the carders, slasher tenders and yarn finishers accepted it—the first two under protest.

POLITICAL SITUATION IN CHINA.

[THROUGH REUTER'S AGENCY.]

MARSHAL CHANG TSO LIN.

MUKDEN WAR LORD ANXIOUS ABOUT RED ACTIVITIES.

PEKING, January 8th.

A mandate appoints Marshal Chang Tso Lin Tupan of North Eastern Frontier Defence and the development of waste lands in that region, the officials of which are instructed to obey Chang's orders. Marshal Chang Tso Lin is still in Tientsin, but is expected to start for Mukden to-morrow, accompanied by his Chief of Staff and bodyguard.

The remainder of the Fengtien troops are staying in Tientsin until further orders.

According to reports from Tientsin, "Red" activities in Northern Manchuria are causing Chang Tso Lin anxiety and his return to Manchuria is mainly connected with this phase of the situation.

[FROM THE "DAILY BULLETIN."]

ANTI-FOREIGN AGITATION.

PROPAGANDA FOR REPUDIATION OF TREATIES.

SHANGHAI, January 7th.

The *North-China Daily News* gives prominence to an article stating that it is impossible to ignore the fact that there is a serious wave of anti-foreign and anti-Christian feeling sweeping across China. Unless this fact is faced frankly grave results may ensue. Four years ago, foreigners in the interior noted the growth of an anti-foreign feeling, and at intervals since from many different places the same feeling has been reported with growing emphasis.

The article instances the student strikes in Hunan, which took a bitterly anti-Christian turn, Bibles being torn up and scattered over the school grounds, and it states that symptons closely resembling those of the Boxer year are reported from Shantung.

The writer attributes the causes of this feeling to the failure of the present rulers, who are attempting to deflect the popular wrath from themselves to foreigners, and also to the large growth of Christianity recently and to the Bolshevist poison.

The *North-China Daily News*, in an editorial on the same subject, says that many men, who are not given to exaggerate, express the opinion that an explosion is inevitable shortly. The present propaganda appears to us to be part of a widespread movement working for the general repudiation of the treaties.

The paper asks: "What is the Diplomatic Body doing? Will the storm take them completely by surprise as that of 1900? The question is insistent, because the lootings of trains, robberies, and treaty violations have shown whither the spirit of political China is tending."

INTENTIONS OF FENG.

GOVERNMENT HOPEFUL HE WILL OBEY.

PEKING, January 7th.

No definite indication of Feng Yu Hsiang's intention has yet been received, although the Government expects his compliance with the recent mandates.

TANG SHAO YI HESITATES

It is again reported that Tang Shao Yi will accept the portfolio of Foreign Affairs, but he will first attend the Conference.

REGULATIONS FOR "YAMENS"

It is stated that the *yamen* of the North-West Frontier will be at Peking, while the co-Directors' *yamen* will be at Paotochen. The regulations governing the latter *yamen* are being drafted.

SUN YUEH IN PEKING.

Sun Yueh arrived here yesterday, accompanied by his Division, which is quartered at Nanyuan, Changhsintien.

Sun Yueh is faced with giving up his post of Civil Governor of Honan or disbanding his troops, as Hu Ching Yi does not want Sun Yueh's men in Honan, while Li Ching Lin objected to their remaining inside the Chihli border.

It is stated to-day that Sun Yueh will probably be offered the post of Assistant Director of Military Affairs in Chihli.

REHABILITATION PROBLEMS.

The Chinese Press reports that Tuan Chi Jui has sent a special invitation to Feng Yu Hsiang to participate in the Rehabilitation Conference, which Feng Yu Hsiang has declined.

EARLIER CABLES.

U.S. AIR FORCES.

SUBSIDY FOR COMMERCIAL FLEET POSSIBLE.

NEW YORK, January 7th.

Admitting that the armament race has developed into an air armament race, Mr. Weeks has informed the House of Representatives committee investigating the aircraft industry that, although the Army Bill has recommended the record sum of sixteen million dollars, it is insufficient to maintain an adequate air force.

Mr. Weeks is opposed to unification of the army and navy air services, and has recommended the building up of commercial aviation even to the point of a subsidy, as the best means of developing an adequate reserve force.

GUN ELEVATION PROBLEM.

The Senate has adopted Mr. Gerry's resolution asking Mr. Hughes for information as to whether any foreign Power has protested against the gun elevation on American battleships.

LOCAL SPORT.

NAVY BOXING.

GOOD SPORT AT MURRAY BARRACKS.

The annual Novices boxing competitions of the China Fleet were held at Murray Barracks yesterday in the afternoon and evening, and some really good boxing was witnessed by a large gathering of spectators, mainly composed of Service-men.

The high standard of skill and gameness shown by yesterday's novices bodes well for the quality of the boxing which will be provided next Saturday evening when the Fleet Championships will be contested.

A noteworthy and refreshing feature of yesterday's bouts was their entire freedom from clinching, and the gameness with which several of the competitors took heavy punishment.

The officials were as under:—

Referees:—Comdr. J. G. Bower, D.S.O. (H.M.S. *Ambrose*) and Lieut.-Comdr. E. M. C. Barraclough (1st Submarine Flotilla).

M.C.—Mr. J. Harvey (Gunner, H.M.S. *Hawkins*).

Judges.—Lieut.-Comdr. C. W. Bower, D.S.C. (H.M.S. *Hawkins*), Lieut. R. A. Chidson (1st Battalion, the East Surrey Regiment), Lieut. L. B. A. Majendie (H.M.S. *Tetcutta*) and Mr. O. Fulcher (Gunner, H.M.S. *Hollyhock*).

Time-keepers:—Lieut.-Comdr. W. S. Green (H.M.S. *Durban*) and Mr. G. Roberts (Commissioned Schoolmaster, *Hawkins*).

The first bout was a bantam-weight contest between Marine Doherty (H.M.S. *Hawkins*) and Ord. Seaman Harris (H.M.S. *Diomede*), the only two entrants. The former won on points after a good fight, slightly superior science and greater aggressiveness gaining him the verdict.

A very close contest was provided by the next item on the programme, a feather-weight bout between A. B. Matthews (H.M.S. *Durban*) and A. B. Castleman (H.M.S. *Diomede*). The judges disagreed after three rounds of quick and clever boxing by both men, and an additional round of one minute was ordered, Matthews winning narrowly on points.

In the next bout, lightweights, Telegraphist Earle (H.M.S. *Marazion*) was opposed to Stoker Brown H.M.S. *Hawkins*). Earle opened strongly, but it was soon seen that his opponent, besides being his superior in science, had a heavier punch in either hand, and after fighting very gamely throughout, Earle was knocked out towards the end of the third round.

Full results were:—

BANTAM-WEIGHTS.

Marine Doherty (H.M.S. *Hawkins*) gained the verdict from Ord. Seaman Harris (H.M.S. *Diomede*).

FEATHERWEIGHTS.

In the first round A.B. Matthews (H.M.S. *Durban*) beat A.B. Castleman (H.M.S. *Diomede*).

In the semi-final rounds Johnson (H.M.S. *Durban*) defeated Matthews and A.B. Kimberlen (H.M.S. *Diomede*) defeated A.B. Pike (H.M.S. *Ambrose*).

In the finals Johnson defeated Kimberlen, who was knocked down and hurt his wrist so badly in the second round that he had to retire.

LIGHTWEIGHTS.

Stoker Lee (H.M.S. *Hawkins*) beat Stoker Gresswell (H.M.S. *Marazion*), the referee stopping the fight in the second round.

Boy Burrows (H.M.S. *Durban*) beat A. B. Griffin (H.M.S. *Bluebell*), on points.

Stoker Davey (H.M.S. *Ambrose*) beat L. S. Cook (H.M.S. *Durban*), who retired in the third round.

In the semi-finals, Stoker Lee defeated Stoker Brown: Boy Burrows defeated Stoker Davy, after a good fight.

In the final, Stoker Lee (H.M.S. *Hawkins*) defeated Boy Burrows (H.M.S. *Durban*). The latter hurt his wrist in the first round and had to retire.

WELTERWEIGHTS.

A. B. Jackson (H.M.S. *Hawkins*), w.o.

A.B. Ringham (H.M.S. *Iroquois*) beat Stoker Lentin (Submarines) on points.

In the second round, A.B. Jackson proved too good for A.B. Ringham (H.M.S. *Iroquois*), the fight proving the best bout of the evening. Ringham was awarded points for "best loser."

A.B. Sparker (H.M.S. *Bluebell*) after a close fight, defeated Stoker Martin (H.M.S. *Diomede*).

Ldg. Stoker Piper (L.33) defeated Marine Burghall (H.M.S. *Ambrose*).

A.B. Saunders (H.M.S. *Hollyhock*) lost to Signalman Thomas (H.M.S. *Durban*).

In the semi-finals Jackson defeated Sparkes, who gave up in the third round.

Piper defeated Thomas without much difficulty.

In the finals, Piper knocked Jackson out in the second round, with a right to the jaw.

(*Continued on next Column*).

PERSHING IN CHILE.

U.S. MILITARY AND NAVAL MISSION'S VISIT.

SANTIAGO DE CHILE, January 7th.

General Pershing, accompanied by a number of distinguished military and naval officers from the United States, has arrived.

They will be the guests of the Government. Various receptions and festivities will be held in honour of the party, which subsequently is to visit South Chile.

MIDDLEWEIGHTS.

A.B. Archer (H.M.S. *Durban*) beat A.B. Saunders (H.M.S. *Hollyhock*) on points.

Marine Rose (H.M.S. *Hawkins*) beat Boy Whitlock (H.M.S. *Despatch*) on points.

A.B. Pearce (H.M.S. *Hawkins*) beat Stoker Wilsher (H.M.S. *Diomede*) on points. Pearce, a strong, clean, and clever boxer, won deservedly by a large margin.

In the semi-final rounds, Archer defeated Rose after an equal bout.

Pearce defeated Soker Green (H.M.S. *Bluebell*), knocking him out in the first round.

In the finals, Pearce defeated Archer, after a very stiff fight, Pearce doing most of the leading throughout.

LIGHT HEAVYWEIGHTS.

Stoker Whittle (H.M.S. *Durban*) beat A.B. Caister (H.M.S. *Ambrose*), who retired in the second round after taking very heavy punishment in game fashion. Whittle, a left-handed boxer, was all over his man from the outset, and just held him off and hit him as he liked.

Ord. Seaman Hathaway (H.M.S. *Durban*) beat A.B. Palmer (H.M.S. *Iroquois*) on points.

In the final Whittle beat Hathaway on points, after a good fight.

It was announced that prizes for the Novices Contests will be presented by the Commander-in-Chief, Rear-Admiral Sir Allan Everett, to-morrow night at Murray Barracks after the Champion contests have been decided. The first bout will commence at 8 p.m.

FAR EASTERN CABLE NEWS.

EPIDEMICS COMMISSION.

DR. NORMAN WHITE BOUND FOR SINGAPORE.

ROCKEFELLER'S HANDSOME GIFT.

GENEVA, January 8th.

Dr. Norman White, Chairman of the Epidemics Commission, is sailing for Singapore this week to preside at the conference of representatives of sanitary organisations in the Far East in view of opening an Epidemic Bureau in Singapore in February.

It is hoped the Bureau, which the League Council has decided to establish upon the recommendation of the League's Hygienic Committee, will render great service in combatting epidemics, especially plague and cholera. News of such epidemics will immediately be communicated to Geneva for wireless transmissions to ships and different health stations. The Rockefeller Foundation has contributed $125,000 towards the expenses of the Bureau for 5 years.

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

ANTI-CHRISTIAN PROPAGANDA.

The first foreign protest against the so-called anti-Christian movement staged in Canton by the Kuomintang Bolshevists during the last Christmas Holidays was made to the Canton authorities the other day by Sir James Jamieson, K.C.M.G., British Consul-General at Canton. It appears that when the Wesleyan Church at Tsengsha, Canton, was holding a meeting for women one day, some 15 persons entered and distributed circulars, causing annoyance to those present and also shouting to frighten the women. The British Consulate-General is asking for the arrest and punishment of the culprits concerned and that instruction be given by the the Canton Government to the police authorities to prevent further disturbance of this character.

The anti-Christian agitation, it may be recalled, was renewed in Canton last December 23rd, when the leading Bolshevists backed the students of the Law Department of the Kwangtung University at the first public meeting against Christianity at the College grounds at Tien Koo Li. On Christmas Day, six groups of Kwangtung University students and as many workers as were able to be gathered by the Kuomintang Headquarters went around the Canton churches and the Young Men's and Young Women's Christian Associations to hold demonstrations, practically breaking up Christmas tree exercises at Sze Pa Lou and other Churches, besides entering the Y.M.C.A. Building, and creating a scene which only the tact of the Association officers prevented from having serious consequence.

So far, except the British protest and complaint, the native Christians have paid no formal attention to the Bolshevist action. Reports current appear that the Bolshevists would welcome some sort of retaliation from the Christians so that a pretext may be created for a disturbance which will enable the terrorists to damage Christian interests and loot the large banks and department stores as acts of religious persecution and not those of Bolshevist robbery as in case of the systematic fining and shooting of merchants' volunteers these days.

A TRAIN ROBBED.

A group of Bolshevists at Kwanting, Northern Kwangtung, on January 5th, without first getting permission from their chief Kuomintang leader in their district, commandeered more than $10,000 worth of goods and valuables from the passengers of Train No. 3, Canton-Hankow railroad, Kwangtung Section. They took away about 40 prosperous-looking passengers, through whom they expect to raise a little more money for their Chinese New Year settlements.

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Antung	Hankow	Nanning
Manchurian Trade Ctres	Yochow	Wuchow
	Shasi	K'Chauwan
Newchwang	Ichang	Pakhoi
Dairen	Chungking	Hoihow
Port Arthur	Hangchow	Lungchow
Chefoo	Ningpo	Mengtsz
Weihaiwei	Wenchow	Hokow
Tsinanfu	Santuao	Szemao
Mukden	Foochow	Tengyueh
Shanghai	Amoy	Changchun
Harbin	Kirin	Hunchun
Swatow	Lungkow	
Lungchingchun		

JAPAN & FORMOSA.

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Yokohama	Nagasaki	Taipeh
Kobe	Hakodate	Tainan
Shimonoseki	Kyoto	Takow
Osaka	Tamsui	Anping

EASTERN SIBERIA.

Vladivostock Nicolajewsk

CHOSEN (Korea).

Seoul	Wonsan	Mokpo
Chemulpo	Fusan	Chinnampo
Kunsan	Pingyang	Songchin

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FRENCH INDO-CHINA.

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Manila Iloilo Cebu Zamboanga

BORNEO.

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PLATONIC MARRIAGE!

[BY LADY NOTT-BOWER.]

It sounds like a contradiction in terms! A platonic friendship we can all understand, even if we refuse to believe in it, but why should a couple decide to bind themselves with the heavy chain of marriage vows without either of the two strong motives that may be held to justify them—love that desires permanence, or the hope of children that demands permanence?

If neither of these reasons exists, why marry at all? Why not remain just friends, as faithful, intimate and devoted as you please, and yet free for that other possible relationship of marriage?

A life-long bond that can never, with credit or dignity, be loosened should surely be avoided by all who value personal freedom, unless there are overwhelming reasons in support of it.

But the arguments that are advanced in favour of "platonic" marriage are singularly unconvincing. I read that someone who has tried it for twelve years claims that he and his wife were always friends, that as lovers they were simply not attracted to one another, that they were business partners, taking their social pleasures together, and that as friends they "surpassed the loves of men and women, or real husbands and wives."

It sounds very plausible, but surely it sticks in the throats of average everyday folk!

A TRAVESTY OF MARRIAGE.

Those who are well acquainted with all kindly joys of a happy married life may well resent the assertion that something less natural yet vastly superior has been discovered—by someone who lacks the necessary knowledge to make a true comparison. And, after all, if there is to be no real married relationship why drag in the question of marriage at all.

To-day plenty of men and women are business partners. Most of us have friends—often very dear friends—of the opposite sex. Young men and women in every rank of life enjoy all sorts of social pleasures together without let or hindrance.

A generation ago there might have been some excuse for such a marriage, when the shadow of the chaperone loomed big and all social intercourse between men and women was viewed askance by the suspicious eye of Mrs. Grundy; but in these easy-going days reasonable people of respectable habits have a very large margin of freedom of action.

Yet the only definite reason advanced for this travesty of marriage is the "avoidance of scandal." Is that really a sufficient motive for embarking on a farce—which may so easily become a tragedy? For, however kindly and affectionate the tie of such a platonic marriage might be, one cannot but realise that at any moment it might be seriously jeopardised if the "real thing" came into the life of either party to it.

HAPPINESS THAT MIGHT HAVE BEEN.

Then the friendly bond would become an intolerable fetter holding back the happiness that might have been; unless, indeed, those who embark upon such modern marriages do not intend them to exclude something more than friendship in *other* directions; but prefer that, reversing the usual order of things in everyday life, the business relationship should be permanent and the other relationship temporary.

But any such ideas, though they occasionally find plausible advocates in "advanced" fiction, do not seriously, commend themselves to ordinary healthy-minded men and women.

It is sometimes argued that this is because the majority are not only intensely conservative in habit, but also definitely so "bourgeois" in spirit that they shrink from any change in the things to which they are accustomed.

Most of us are fully aware that the institution of marriage, as at present practised, by no means invariably produces perfect happiness. It is easy to point out its manifold defects and many novel experiments (such as the one we are now considering) are from time to time put forward for its improvement.

SPOILING A GOOD INSTITUTION.

Marriage should be much more than its primary purpose—it may be much less; but those who deliberately set out to make it something entirely different are likely to spoil a good, if not a perfect, institution.

Yet however gravely we may disagree with this doctrine of platonic marriage, it is nevertheless possible that it may—like many another rash experiment—serve a useful educational purpose. For the idea that it may be perfectly possible for a couple to live together in close association without any really intimate relationship at all may have an uplifting tendency, and is therefore certainly worth consideration.

It would not be possible for most of us to-day. Some may doubt even if it would be desirable, but at least the suggestion that such a companionship has been tried and has succeeded in individual cases definitely marks an advance from the hideous notion, once only too prevalent, that no two people of different sex could ever be left alone together without risk of moral disaster.

THE MARRIAGE SERVICE.

NO WEDDING RINGS FOR MEN.

By a majority, the House of Clergy on November 27th, rejected a proposal to amend the marriage service by permitting the bride to give a ring to the bridegroom.

There was agreement on an amendment allowing the priest to bless the ring after it was laid on the Book and before it was put upon the bride's finger.

Words in the service enjoining faithfulness should, the House decided by a large majority, be addressed to both parties, instead of, as at present, to the woman only.

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Hongkong, 7th January, 1925. [1698

CINEMA NOTES

THE CORONET.

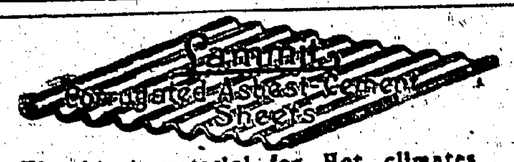
Last night saw a big house at the Coronet, the cinema-loving public being curious to see for themselves something of a picture that has a catchy title and that has been proclaimed a big draw by men who matter in the film world of other countries. From the verdict it is easy to anticipate packed houses for the rest of this week. To see this picture (The Merry-Go-Round) once is to see it twice—to see it twice is to see it as often as it will be shown at the Coronet.

QUEEN'S THEATRE.

Norma Talmadge's screen version of Bayard Vellier's "Within the Law," the most successful play in stage history, is the First National feature production de luxe that begins a week's engagement at the Queen's Theatre to-morrow.

The picture, which was made under the direction of Frank Lloyd, is described as being by far the most dramatic thing of the kind Miss Talmadge has yet done for the screen. Surrounded by a cast of unusual distinction, she portrays the role of Mary Turner, made famous on the stage by Jane Cowl.

The heroine is a shop girl who is sent to prison for a theft she did not commit. In demanding that she get the limit, the department store owner explains that he wants to make an exampl of Mary. On her release, vowing vengeance, she joins a gang of blackmailers on condition that she operate only "within the law." Her specialty is breach of promise suits. How she takes advantage of an opportunity that presents itself when she meets Dick Gilder, son of her arch enemy, becomes involved in an extraordinary romance and a police frame-up, squares herself with the world and finally finds true happiness, is unfolded vividly on the screen.



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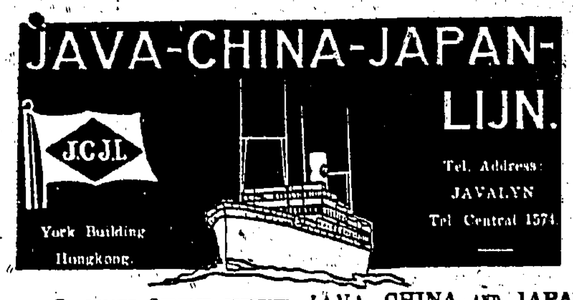

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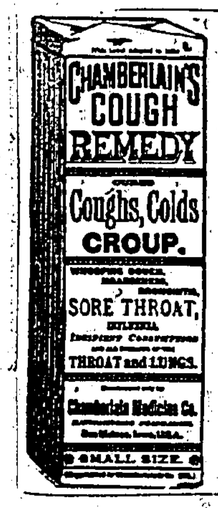

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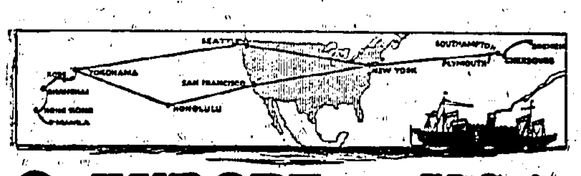

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DOCTOR'S RIGHT TO WRITE.

CHALLENGE OF A PENALISED SPECIALIST.

Questions of vital importance to the general public and not merely to doctors alone are raised once more by the action of the General Medical Council in respect of Dr. Haydn Brown, the well-known physician and surgeon, of 30, Cavendish-square.

Dr. Haydn Brown wrote in a weekly paper an article on a treatment called "autonomous relaxation," which he holds to be particularly valuable in cases of child birth and nervous diseases.

He was accused by the Council of doing this for advertisement, and was held to have been guilty of "infamous conduct" in the professional sense, and his name was erased from the medical register.

"LUDICROUS CHARGE."

Resentment is periodically expressed by medical men at the attitude adopted by the Medical Council. Scientific progress, it is declared, is hampered by restrictions on doctors.

Dr. Haydn Brown says it was impossible for him to call attention to the method through ordinary medical channels because adequate facilities were consistently denied him, but the General Medical Council, in conformity with its usual practice, brought against him the charge that he sought to obtain patients or to promote his own professional advantage by means of the article.

Dr. Haydn Brown is a licentiate of the Colleges of Physicians and Surgeons of Edinburgh, a Fellow of the Royal Society, and was formerly a Fellow of the Obstetrical Society of London. He has written about twelve books that include Advanced suggestion, Vitality and diet, Sex problems, and Economics in midwifery practice.

His grandfather was one of the discoverers of the cause of puerperal fever, and another ancestor was a famous botanist who planted the first cedar in England.

When interviewed by an *Evening Standard* representative, Dr. Haydn Brown said that his future actions must be guided by the legal aspects of the situation.

"An appeal against the General Medical Council," he said, "is one of the most hopeless things a man can embark upon, and I do not think I shall attempt one.

"It is ludicrous to suggest that my action was dictated by a desire to advertise. The subject of maternity on which I wrote is one that I have not practised for fifteen years.

"My motives were very much higher. Here is a method of treatment which has been proved to be so important that in my opinion its adoption would have made unnecessary the appointment of the Royal Commission on Lunacy.

"I am not a money grub, I am a scientist; but prejudice is so strong in the medical world against the making known of important new discoveries that I have been driven to adopt the course I did.

TOO RIGID.

"Unfortunately, there is an impression in the medical profession that new discoveries, to be of any worth, should emanate from medical men in some distinctive position or organisation.

"Other medical men, however, are realising that the rigidity of the General Medical Council's conclusions cannot be maintained much longer, as existing conditions do not permit of new discoveries receiving the attention they deserve.

"What are known as searchers' societies exist for the purpose of selecting and examining new material. These societies are sections of the Royal Society of Medicine, and the results are very unsatisfactory from the point of view of scientific progress, which is dependent on all and not merely on a section.

"There are too many doctors who are not given facilities to put forward their new discoveries, either through the medium of the societies or the Medical Press, and it is essential there should be an adequate outlet."

"We are entirely opposed to individual doctors writing to the lay Press," said the president of the Medical Practitioners' Union to the *Evening Standard*.

"Whatever the stated reason, these articles are, after all, only a subtle form of advertising. The lay world will always hear of new discoveries in good time, after they have been thoroughly investigated by the responsible body.

"The world suffers too much already from alleged discoveries. Hopes are raised time and again only to be eventually dashed to the ground."

Sir Herbert Barker, the eminent bonesetter, who was subjected to years of active antagonism by the medical profession, said:—

"Medical men and surgeons should be allowed to express their views fully and freely in the lay Press, especially in matters of the public well-being. A decision of the Medical Council penalising a man should always be subject to revision by another tribunal. For that tribunal a civil court would be quite competent, in my opinion."

PIGEON SAVES AIRMEN.

S.O.S. FROM STRANDED HYDROPLANES.

A carrier pigeon has been the means of saving two hydroplanes and their pilots who were searching for a missing Portuguese aviator. The machines were in difficulties and were compelled to alight on the water a few miles off the French coast.

Two carrier pigeons were sent off from the hydroplanes with messages giving the position of the machines. One bird was picked up by a fisherman and the message was reported to the authorities at Cherbourg, who communicated it by wireless to vessels, with the result that the hydroplanes and their pilots were saved.

THE REAL MARIE STOPES.

EXPERT ON FOSSILS—INCIDENTS IN HER LIFE.

Ask 90 out of every 100 people who is Dr. Marie Stopes, and the reply would be The author of Married Love. But Mr. Aylmer Maude's Authorised Life of Marie C. Stopes, published by William and Norgate shows that Dr. Stopes has serious claims to fame as a palæontologist—an expert on ancient fossil life.

The book shows that while Dr. Stopes has only 13 publications under the heading Sexology, four under Botany, one under Travel and six under Literary, she has 41 under Scientific, most of them highly technical treatises.

After taking the Ph.D. at Munich, she followed up her London B.Sc. by obtaining the Doctorate of Science, London, becoming, "I believe, the youngest Doctor of Science in England." Later, travelling in the U.S.A., she met Dr. Gates, who "proposed marriage within a few days of making her acquaintance." They were married a few months later. "After years of marriage" Dr. Stopes was able to secure a decree of nullity.

In 1918 Dr. Stopes married Mr. H. V. Roe, first in a registrar's office (Mr. Roe fearing he would have to go to France) and a month afterwards at St. Margaret's, Westminister. After 15 months their first baby was born—a boy, "whose tragic death and all the attendant circumstances, involve a story," says Mr. Maude, "too strange and horrible for me to tell here." The second son was born this year.

FEWER FOG DISASTERS.

PENETRATING LIGHT WITH RANGE OF NEARLY A MILE.

Mr. Walter Raine, M.P., for Sunderland, is co-patentee in an invention for reducing collisions at sea in fog, his partner being Mr. W. H. Davies, a Sunderland boiler-maker, who is the inventor.

"The device," said Mrs Raine "provides ships with a lamp which will give a warning in the thickest of fogs. The apparatus is fixed on the bridge deck, and there is a drum which reaches halfway up the mast. An electric light is fixed on the drum. It shines for one second and is then obscured for one second by means of a revolving shutter.

"The light is just as penetrating by day as by night. It can be so fixed as to be visible to an overtaking ship.

"We have experimented with a small model in a fog and in a smoke-screen, and the light penetrated to a distance of 600 yards; but with the full apparatus the penetrative power will be 1,500 yards, or nearly a mile, even in the thickest fog. We believe it will enormously reduce risks at sea."

THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

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INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATION.

TIENTSIN via CHEFOO...	"CHEONGSHING"	Saturday, 10th Jan.,	Noon.
MANILA	"SUISANG"	Saturday, 10th Jan.,	Noon.
HAIPHONG via HOIHOW	"MINGSANG"	Sunday, 11th Jan.,	8
BANGKOK via SWATOW	"HANGSANG"	Monday, 12th Jan.,	7 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WOSANG"	Tuesday, 13th Jan.,	7 a.m.
SHANGHAI via SWATOW	"TUNGSANG"	Wednesday, 14th Jan.,	7 a.m.
STRAITS & CALCUTTA	"BARRYMORE"	Wednesday, 14th Jan.,	3 p.m.
SHANGHAI via SWATOW	"LIENSHING"	Friday, 16th Jan.,	7 a.m.
HAIPHONG via HOIHOW	"LOKSANG"	Friday, 16th Jan.,	9 a.m.
KOBE via AMOY & MOJI	"NAMSANG"	Tuesday, 20th Jan.,	7 a.m.
STRAITS & CALCUTTA	"LAISANG"	Tuesday, 20th Jan.,	3 p.m.

REGULAR SAILINGS ARE MAINTAINED AS FOLLOWS—

CALCUTTA—HONGKONG—JAPAN LINE ...	EVERY TEN DAYS
SHANGHAI—HONGKONG LINE	EVERY THREE DAYS
HONGKONG—MANILA LINE	EVERY SATURDAY FROM BOTH PORTS
HONGKONG—HAIPHONG LINE	EVERY SUNDAY FROM BOTH PORTS
HONGKONG—BORNEO LINE	EVERY FORTNIGHT
HONGKONG—TIENSIN LINE	EVERY FORTNIGHT
HONGKONG—BANGKOK LINE	EVERY WEEK

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OUTWARDS. Vessel.	Due Hongkong.	HOMEWARDS. Vessel.	Leaves H'kong.	Discharges
"PEMBROKESHIRE"	28th Jan	"GLENTARA" ...	...	19th Jan. London, Rotterdam and Hamburg.
"GLENIFFER"	9th Feb.	"GLENBEG" ...	...	27th Jan. London, Rotterdam & Hamburg.
"GLENOGLE"	19th Feb.	"GLENSHIEL" ...	...	15th Feb. London, Rotterdam & Hamburg
"GLENSHANE"	10th March.			

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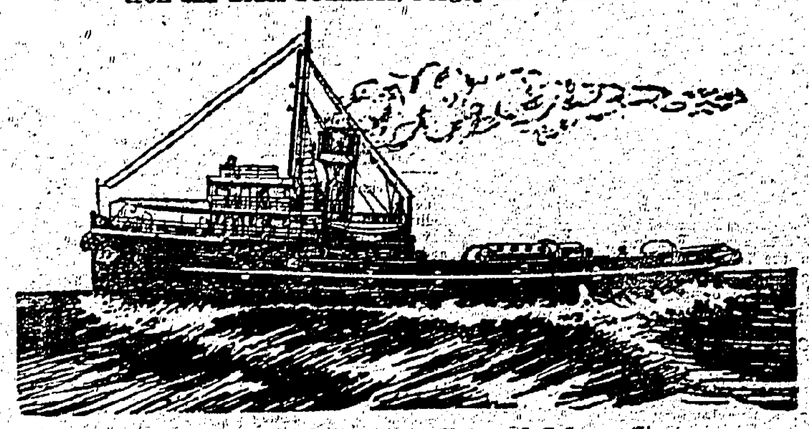

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B. M. DYER, B.Sc. M.I.N.A. Kowloon Dock, Hongkong.

SHIPPING NEWS

ARRIVALS.

January 7th.

Changfing, Chilean str., 249 tons, Capt. Leung San Kong, from Kwang Chow Wan, with a general cargo, lying at Ping On wharf.—Hong On & Co.

Hindenburg, German str., 4,891 tons, Capt. Finck, from Shanghai, which port she left on January 4th, with a general cargo, lying at buoy No. A8.—Reuter, Brockelmann & Co.

January 8th.

Amboise, French str., 4,016 tons, Capt. Schwab, from Marseilles 22nd, Haiphong, the latter port she left on January 1st, with a general cargo, lying at buoy No. A1.—M.M.

Chenglu, British str., 1,325 tons, Capt. Wm. Lumsden, from Shanghai and Swatow, with a general cargo, lying at buoy No. C34.—B. & S.

Chihaye Maru, Japanese str., 651 tons, Capt. S. Sakaguchi, from Anping, with a cargo of salt, lying at Yaumati.—M.B.K.

Empress of Russia, British str., 8,782 tons, Capt. A. J. d. Hosken, from Vancouver, which port she left on December 19th, with a general cargo, lying at Kowloon wharf.—C.P.S., Ltd.

Fushimi Maru, Japanese str., 1,598 tons, Capt. Tsuruta, from Keelung, with a cargo of coal, lying at buoy No. B30.—Siemssen & Co.

Genkai Maru, Japanese str., 1,891 tons, Capt. N. Kawa, from Moji, which port she left on January 3rd, with a general cargo, lying at Kowloon wharf.—N.Y.K.

Hang Sang, British str., 1,356 tons, Capt. T. H. McNair, from Bangkok and Swatow, with a general cargo, lying at buoy No. C27.—Jardine, Matheson & Co.

Kwangchow, British str., 1,515 tons, Capt. J. D. Milne, from Swatow, with a general cargo, lying at buoy No. B11.—B. & S.

Kwangtung, Chinese str., from Canton, lying at C.M.S.N. wharf.

Macassar Maru, Japanese str., 2,193 tons, Capt. Y. Kawasaki, from Balik papan, with a general cargo, lying at buoy No. A27.—Nanyo Yusen Kaisha.

Mikawa Maru, Japanese str., 1,820 tons, Capt. ——— Tanaka, from Hongay, with a cargo of coal, lying at buoy No. B5.—N.Y.K.

Minero, Danish str., 2,987 tons, Capt. J. ——— Hoech, from New York and Kelung, the latter port she left on January 6th, with a general cargo, lying at Laichikok.—Bank Line.

Mutsuye Maru, Japanese str., from Canton, lying at buoy No. C19.

President Madison, American str., 8,341 tons, Capt. Thos. P. Quinn, from Manila, with a general cargo, lying at Kowloon wharf.—A.O.L.

Paling Maru, Japanese str., from Canton, lying at buoy No. B22.

Rosandra, Italian str., 4,798 tons, Capt. O. Ghiretti, from Shanghai, which port she left on January 5th, with a general cargo, lying at buoy No. A4.—Dodwell & Co.

Szechuen, British str., from Canton, lying at buoy No. B2.

Tak Sang, British str., from Canton, lying at buoy No. C35.

Tanling, British str., 1,356 tons, Capt. C. S. Ishister, from Haiphong and Hoihow, with a general cargo, lying at buoy No. C16.—B. & S.

Wo Sang, British str., 1,127 tons, Capt. C. A. Robertson, from Shanghai *via* Swatow, with a general cargo, lying at West Point wharf.—Jardine, Matheson & Co.

CLEARANCES.

January 8th.

Amboise, for Shanghai.
Chenglu, for Canton.
Hakuho Maru, for Keelung.
Hindenburg, for Manila.
Hydraugea, for Swatow.
Kut, for Singapore.
Kut Sang, for Amoy.
Lingshan, for Canton.
Nulupa Maru, for Saigon.
Paling Maru, for Swatow.
Phenmpuh, for Saigon.
Rosandra, for Singapore.
Ryusho Maru, for Canton.
Szechuen, for Swatow.
Tak Sang, for Swatow.
Tosei Maru, for Canton.
Toyei Maru, for Port Wallut.
Winghong, for Hongay.
Wo Sang, for Canton.
Yeijun Maru, for Tsingtau.

NOTICE TO SEAMEN.

The following notice has been posted up at the Harbour Office:—It is reported that there is an obstruction situated approximately 100 feet to the Eastward of Tamei Beacon. Ships are warned accordingly.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Kuramda* from Hongkong arrived at London on January 6th at 10 a.m.

The s.s. *Elpenor* (Blue Funnel Line), for London, Rotterdam and Hamburg, left Shanghai on the 7th inst. for this port, and is due to arrive here on the 10th. The vessel will be despatched at 4 p.m. on the 12th.

VESSELS EXPECTED.

Canton (Swedish East Asiatic Co., Ltd.), due January 30th.
Empress of Australia, due January 23rd.
Eurypylus (Blue Funnel), due January 29th.
Kamo Maru (N.Y.K.), due January 13th.
Knight Companion (Blue Funnel), due January 21st.
Meriones (Blue Funnel), due January 16th.
Patroclus (Blue Funnel), due February 3rd.
President Hayes (Dollar), due February 2nd.
President Jackson (Admiral Oriental), due January 24th.
President Van Buren (Dollar), due Jan. 19th.
Rhesus (Blue Funnel), due February 6th.
Talma (B.I. & Apcar), due to-day.
Tyndareus (Blue Funnel), due January 13th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & BOSTON via PANAMA	Tatsuno Maru	Jap.	Nippon Yusen Kaisha	On —
NEW YORK & BOSTON	Eastern Prince	Brit.	Prince Line	On 1st Feb.
BOSTON, NEW YORK & BALTIMORE via SUEZ	Colorado	Brit.	The Bank Line, Limited	On 19th inst.
SAN FRANCISCO via S'HAI & JAP. PORTS & H'LU.	President Wilson	Am.	Pacific Mail S.S. Co.	On 17th inst., 11 a.m.
SAN FRANCISCO, &c.	West Jester	Am.	Struthers & Barry	On 16th inst.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Canada	Brit.	Canadian Pacific O. S. Ltd	On 23rd inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Shidzuoka Maru	Jap.	Nippon Yusen Kaisha	On 4th Feb.
VICTORIA, SEATTLE & VANCOUVER	Philoctetes	Brit.	Butterfield & Swire	On 16th inst.
SEATTLE & VICTORIA, via S'HAI, KOBE & YOKOHAMA	Presidt. Madison	Am.	Admiral Oriental Line	On 10th inst.
MARSEILLES LONDON, ...	Macedonia	Brit.	P. & O., B. I. & A. L.	On 10th inst.
MARSEILLES, &c.	Chantilly	Fren.	Messageries Maritimes	On 15th Feb.
MARSEILLES, &c.	Andre Lebon	Fren.	Messageries Maritimes	On 18th inst.
MARSEILLES, &c.	Amboise	Jap.	Nippon Yusen Kaisha	On 1st Feb.
MARSEILLES, LONDON, ANTWERP via SINGAPORE, &c.	Hakusan Maru	Brit.	The Bank Line, Ltd.	On 14th inst.
HAVRE, LONDON, R'DAM & HAMBURG	City of Tokio	Brit.	Butterfield & Swire	On 13th inst.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Titan	Ger.	Melchers & Co.	On 2nd inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Ludwigshafen	Brit.	Butterfield & Swire	On 17th inst.
AMSTERDAM, LONDON & HAMBURG	Elpenor	Brit.	Jardine, Matheson & Co., Ltd	On 12th inst.
LONDON, ROTTERDAM, HAMBURG	Glentara	Dut.	Java-China-Japan-Lijn	On 19th inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Ouderkerk	Jap.	Nippon Yusen Kaisha	On 24th inst.
BOMBAY via SINGAPORE & COLOMBO	Tamba Maru	Brit.	Jardines, Matheson & Co., Ltd.	On 11th inst.
STRAITS & CALCUTTA	Barrymore	Brit.	P. & O., B. I. & A. L.	On 14th inst., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	Takada	Brit.	P. & O., B. I. & A. L.	On 20th inst.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sardinia	Brit.	P. & O., B. I. & A. L.	On 18th Feb.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sicilia	Brit.	P. & O., B. I. & A. L.	On 21st inst.
SINGAPORE & BELAWAN-DELI	Van Ove straten	Dut.	Java-China-Japan-Lijn	On 15th inst.
BRINDISI, VENICE & TRIESTE	Numidia	Ital.	Dodwell & Co., Ltd.	On 2nd Feb.
SHANGHAI, CHEFOO & TIENTSIN	Chengtu	Brit.	Butterfield & Swire	On 19th inst., D.L.
HAIPHONG via HOIHOW & PAKHOI	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About —
KEELUNG via SWATOW & AMOY	Chukw Maru	Jap.	Yamashita Kisen Kaisha	About —
SANDAKAN	Mausang	Brit.	Jardine, Matheson & Co., Ltd.	On —
AUSTRALIAN PORTS via MANILA	Aki Maru	Jap.	Nippon Yusen Kaisha	On 20th inst., 11 a.m.
AUSTRALIAN PORTS	St. Albans	Brit.	P. & O., B. I. & A. L.	On 4th Feb.
AUSTRALIAN PORTS	Changsha	Brit.	Butterfield & Swire	On 17th inst.
SHANGHAI, KOBE & YOKOHAMA	Tottori Maru	Jap.	Nippon Yusen Kaisha	On 10th inst.
TSINGTAU via SWATOW & SHANGHAI	Wosang	Brit.	Jardine, Matheson & Co., Ltd.	On 13th inst., Noon
MOJI & KOBE	Tilawa	Brit.	P. & O., B. I. & A. L.	On 24th inst.
SHANGHAI, MOJI & KOBE	Malwa	Brit.	P. & O., B. I. & A. L.	On 7th Feb.
SHANGHAI, MOJI & KOBE	Kashgar	Brit.	P. & O., B. I. & A. L.	On 21st Feb.
YOKOHAMA, SHANGHAI, KOBE & MOJI	Namicia	Ital.	Dodwell & Co., Ltd.	About 14th inst.
SHANGHAI & DALNY	Tjikembang	Dut.	Java-China-Japan Lijn	About 26th inst.
MOJI & KOBE	Talma	Brit.	P. & O., B. I. & A. L.	On 10th inst.
SHANGHAI, MOJI & KOBE	Morea	Brit.	P. & O., B. I. & A. L.	On 9th inst. 4 p.m
YOKOHAMA, KOBE, MOJI & SHANGHAI	Isla de Panay	Span.	Botelho Bros.	On 15th inst.
TIENTSIN	Cheongshing	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst., 7 a.m.
BATAVIA	Tjitorang	Dut.	Java-China-Japan Lijn	About 31st inst.
HAIPHONG via HOIHOW	Mingtang	Brit.	Jardine, Matheson & Co., Ltd.	On 11th inst., 8 a.m
SWATOW & SINGAPORE	Kwangtung	Brit.	Butterfield & Swire	On 13th inst., 11 a.m.
SWATOW & BANGKOK	Tean	Brit.	Butterfield & Swire	On 13th inst., 11 a.m.
SWATOW, AMOY & FOOCHOW	Hai hing	Brit.	Douglas Lapraik & Co	On 13th inst., 1 p.m.
SWATOW, AMOY & FOOCHOW	Haiyang	Brit.	Douglas Lapraik & Co.	On 9th inst., 1 p.m.
SWATOW, AMOY & FOOCHOW	President Lincoln	Am	Pacific Mail S.S. Co.	On 21st inst., 2 p.m
MANILA	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 9th inst.
MANILA	Suisang	Brit.	Jardine, Matheson & Co., Ltd.	On 10th inst. Noon.
MANILA	Presidt. Jackson	Am.	Admiral Oriental Line	On 25th inst.
MANILA	Legazpi	Span.	Botelho Bros.	On 3rd Feb.
MANILA, SINGAPORE, COLOMBO, &c.	West Chopaka	Brit.	Struthers & Barry	On 12th inst.
MANILA, ILOILO, CEBU & ZAMBOANGA				

PASSENGERS.

ARRIVALS.

Per M.M. s.s. *Amboise*, on January 8th:—For Hongkong: Mr. and Mrs. Barberat, Mrs. Schryver, Mrs. Zeitar, Mrs. Maria Lopes, Mr. D. Ferreira, jr., Mr. T. Ngartx, Mr. Roffi, Mrs. Clusold, Mr. Dana, Mr. Robbins, Mr. Menasche, Mr. Appelbaum, and 12 Chinese saloon passengers.

Per R.M.S. *Empress of Russia*, on January 7th:—C. B. Johnson, Col. and Mrs. F. W. Butler, Mr. and Mrs. P. R. Warren, Mr. E. M. Weller, Mr. H. W. Kent, Mr. J. Armitage, Mr. C. H. Chan, Mr. and Mrs. K. W. Chen, Mr. A. Dunn, Miss F. Dunn, Mrs. A. Eveleigh, Miss D. Eveleigh, Miss S. A. Tarrar, Mr. C. E. Garner, Viscount Hinchinbrook, Mrs. M. E. Judd, Mr. T. K. King, Mrs. B. M. Lucas, Mr. Peacock, Mr. C. G. Pauli, Mrs. C. M. Pratt, Mr. and Mrs. L. Prong, Mr. C. J. Rowe, Mr. W. E. Turner, Mr. and Mrs. J. H. Taggart, Mr. H. Topham, Mr. H. L. Wilson, Mr. Y. M. Young, Mr. D. M. Kable, Mr. and Mrs. J. W. Wilson, Mr. Jin Shen Ching, Miss S. Bancroft, Dr. F. S. Cooper, Miss A. B. Cooper, Mr. C. Y. Miller. For Manila: Mr. W. H. Andersen, Mr. H. T. Anderson, Mr. N. Talamantes, Mr. E. H. Hipthe, Mr. E. Hespes, Mrs. M. B. Hazard, Miss R. Miller, Rev. W. M. Turner, Mrs. and Miss A. Turner, Mr. and Mrs. A. C. Tomell, Mrs. R. M. Alexander, Mrs. G. C. Barnes, Miss M. Barnes, Mrs. V. K. Bayless, Mrs. J. F. Cooper, Miss J. M. Cooper, Mrs. D. M. Dell, Mrs. W. A. Ely, Mr. E. O. Gaad, Mrs. C. Horst, Misses S. and E. Horst, Mrs. E. Laughlin, Mrs. E. P. Pomboy, Rev. M. Symonema, Rev. G. Orteuste, Mrs. R. E. Sanahoma, and Mrs. J. H. Severyns.

DEPARTURES.

Per R.M.S. *Empress of Asia*, on Jan. 8th:—Mr. H. Awad, Mr. J. E. Badley, Mr. S. T. Bitting, Mr. N. Blumenthal, Mr. and Mrs. C. Breyer, Miss M. E. Bremen, Mr. G. H. Brooke, Mr. Chas. E. Carter, Major A. Cassel, Mr. E. Gibson Craig, Miss G. de Davis, Mr. B. C. Guy, Mr. and Mrs. M. C. Hay, Miss B. Hume, Mrs. B. Jeffries, Capt. S. P. Jorgenson, Mr. and Mrs. J. Russell Kennedy, Mr. Jas. Kinnaird, Mr. and Mrs. C. K. Magill, Mr. C. D. Magill, Mr. Kogor Mase, Mr. and Mrs. C. H. Murrin, Mr. G. A. Musitano, Mr. W. S. Phillips, Mr. E. J. Riches, Mr. Arthur Ross, Mr. and Mrs. D. M. Ross and two children, Mr. and Mrs. C. T. Sutton and child, Mr. and Mrs. A. R. Sykes, Mr. D. Templeton, Mr. W. Thienan, Mr. and Mrs. F. Thornber, Mr. C. P. Vette, Mr. F. R. Warner, and many Chinese saloon passengers.

WEATHER REPORT.

January 8th at 18.30.—Pressure changes are small since this morning.

The anticyclone conditions are unchanged.

Fresh monsoon may be expected along the S.E. coast of China and over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, Jan. 8th 0.00 inch. Total since January 1st, 0.47 inches, against an average of 0.19 inches.

The forecast for the 24 hours ending at 18 hours, Jan. 9th is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	N.E. winds, fresh; cloudy.
Formosa Channel	do.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

CANADIAN PACIFIC

HOME VIA CANADA

Hongkong to England
via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.

	From Hongkong	Due Vancouver		From Canada	Due England
Empress Asia	Jan. 8	Jan. 26	Montlaurier	Feb. 6	Feb. 13
Empress Canada	Jan. 23	Feb. 9	Melita	Feb 19	Feb. 26
Empress Russia	Feb. 6	Feb. 23	Montlaurier	Mar. 6	Mar. 13

Other Atlantic Sailings every few days to Liverpool, Southampton, Glasgow, Belfast, Antwerp, Cherbourg and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets sold. Early reservation necessary.

Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The EMPRESS OF ASIA will sail from HONGKONG at DAYLIGHT, TUESDAY, JANUARY 8th.

HONGKONG—MANILA SERVICE.

From Hongkong	Due Manila		From Manila	Due Hongkong
Dec. 26	Dec. 28	EMPRESS CANADA	Dec. 29	Dec. 31
Jan. 9	Jan. 11	EMPRESS RUSSIA	Jan. 12	Jan. 14
Feb. 27	Mar. 1	EMPRESS ASIA	Mar. 1	Mar. 3

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COPENHAGEN.

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will be loading for MARSEILLIES, BARCELONA, VALENCIA, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN, and other SCANDINAVIAN PORTS.

About 26th January, 1925.

	Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S.	"Annam"	10th January, 1925	10th Feb. 1925
M/S.	"Australien"	12th February, "	15th March, "
M/S.	"Java"	7th March, "	—
M/S.	"Chile"	15th April "	—
M/S.	"Afrika"	5th May "	—

Subject to change without notice.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD., Agents.

BOSTON AND NEW YORK DIRECT.

AMERICAN & ORIENTAL LINE.

S.S. "MINERIC" ... ...via Suez Canal... ... 11th Jan.
M.S. "CEDARBANK" ...via Suez Canal... ... 8th Feb.

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HONGKONG TO SAN FRANCISCO
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SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

S.S. "PRESIDENT WILSON" ... ... January 17th, at 11 a.m.
S.S. "PRESIDENT LINCOLN" ... ... January 31st, at 11 a.m.

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FEATHER RIVER
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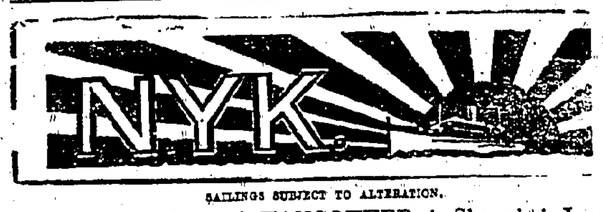
HONGKONG—MANILA
S.S. "PRESIDENT LINCOLN" ... ... January 21st, at 2 p.m.

For Full Information regarding Rates, Space, etc., Apply to—

PACIFIC MAIL STEAMSHIP CO.
1st Floor, Queen's Building, Hongkong.
Cable Address: "SOLANO." Tel. Central 141, " " 3329. Canton Agents: HOLYOAK, MASSEY & CO., LTD



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada
Through passage rates to Europe via America G.3405, G.3420, G.3440
SHIDZUOKA MARU ... ... Wednesday, 4th Feb., at 11 a.m.
YOKOHAMA MARU ... ... Tuesday, 27th Feb., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
HAKUSAN MARU (Calls R'dam) ... ... Wednesday, 14th Jan. at 11 a.m.
KITANO MARU ... ... Wednesday, 28th Jan. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila Ports.
AKI MARU ... ... Tuesday, 20th Jan., at 11 a.m.
MISHIMA MARU ... ... Wednesday, 18th Feb.

NEW YORK & BOSTON via PANAMA.
TATSUNO MARU ... ... Saturday, 10th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... ... Sunday, 11th Jan.
PENANG AMERU ... ... Wednesday, 21st Jan.

CALCUTTA via Singapore, Penang & Rangoon.
GENOA MARU ... ... Friday, 9th Jan.
OSAKA MARU ... ... Sunday, 18th Jan.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... ... Wednesday, 14th Jan.

SHANGHAI, KOBE & YOKOHAMA.
TOTTORI MARU ... ... Saturday, 10th Jan.
KAMO MARU ... ... Wednesday, 14th Jan.
ASUKA MARU ... ... Thursday, 15th Jan.
KATORI MARU ... ... Tuesday, 27th Jan.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

NORDDEUTCHER LLOYD BREMEN.

FAR EASTERN PASSENGER AND FREIGHT SERVICE.

NEXT SAILINGS:

STEAMERS: *Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers.	Arrival at Hongkong and Sailings for: SHANGHAI- and JAPAN.	Sailings from Hongkong to: GENOA, ANTWERP, ROTTERDAM, HAMBURG, and BREMEN via Manila, Singapore, Belawan, Colombo and Port Said.
"LUDWIGSHAFEN"	—	17th January, 1925
"DERFFLINGER"	2nd January, 1925	6th February "
"SCHLESIEN"	—	21st February "
"FULDA"	1st February "	6th March "
"AACHEN"	—	27th March "
"TRIER"	1st March "	4th April "
"SAARBRUECKEN"	29th March "	2nd May "
"DESSAU"	26th April "	14th June "
"CORLENZ"	24th May "	27th June "
"ANHAULT"	21st June "	10th August "
"FULDA"	19th July "	22nd August "
"TRIER"	16th August "	19th September "
"SAARBRUECKEN"	13th September "	17th October "

For Freight and Passage, please apply to—

MELCHERS & CO.,
Telephone C. 4557. 3 Queen's Building Chater Road. Agents, HONGKONG.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF TOKIO" .....13th Jan.....Havre, London, R'dam., Hamburg

PASSENGER SERVICE.

* "CITY OF KARACHI" .....29th Jan.....Marseilles, London, etc.
* "CITY OF BARODA" ..... 4th March..... Do.
† "TRAFFORD HALL" .....11th April..... Do.

* "A" Class. † "B" Class.

FARES TO LONDON.

SINGLE 1st Class "A"...£92. "B"...£84. | SINGLE 2nd Class "A"...£62. "B"...£56.
Cargo Steamers, Saloon Passage—£62.

For further particulars, apply to—
THE BANK LINE, LTD.
(Tel. Central 789).
to
HOLYOAK, MASSEY & Co., LTD., CANTON.

BOSTON, NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

s.s. "COLORADO" ... ... —via Suez Canal — — 19th Jan.
s.s. "ATREUS" ... ... —via Suez Canal — — 28th Jan.
s.s. "CITY OF BEDFORD" ... —via Suez Canal ... ... 7th Feb.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE OR THE BANK LINE, LTD., HONGKONG
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.
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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	—	—	18th Jan., 1926
AMBOISE	—	—	1st Feb., "
CHANTILLY	18th Dec.	19th Jan., 1925	15th Feb., "
POETHOS	1st Jan., 1925	2nd Feb., "	1st Mar., "
AMAZONE	15th Jan., "	16th Feb., "	15th Mar., "
ANGKOR ...	29th Jan., "	2nd Mar., "	29th Mar., "

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).

A CLASS STEAMERS: 1st Class.....£ 95. 0s. 0d. | 2nd " .....£ 68. 0s. 0d.
B CLASS STEAMERS: 1st Class.....£ 83. 0s. 0d. | 2nd " .....£ 60. 0s. 0d.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (CARGO BOATS).

s.s. " " loading for HAVRE, ANTWERP & DUNKIRK about
s.s. "MIN" from DUNKIRK, LONDON & HAVRE is due to arrive about 3rd week of January, 1925.
Sailings subject to alteration without notice.

For full Particulars, apply to:—
MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, QUEEN'S BUILDING.
CONSIGNATION—TRANSIT—REPRESENTATION

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 or 10 Days)

HAIYANG ... Capt. J. S. Thomson | Friday, 9th Jan., at 1 p.m.
HAICHING ... Capt. A. H. Stewart | Tuesday, 13th Jan., at 1 p.m.
HAI-NING ... Capt. W. C. Passmore | Friday, 16th Jan., at 4 p.m.

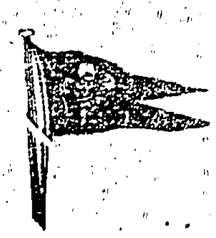
Arrivals and Departures from the Company's Wharf (near Blake Pier).
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $30.00 including Meals while the Steamer is in Port.

For Freights and Passage apply to—
DOUGLAS LAPRAIK & CO.,
General Managers. [2

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK



S.S. "EASTERN PRINCE" ... ... 1st Feb.

For Freight and Full Particulars, apply to—
FURNESS (FAR EAST), LIMITED.
Telephone Central 3165 (Incorporated in Great Britain)
Telegrams Furneprince. King's Building. [21

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated In ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,089	10th Jan. Noon	Marseilles & London
"SICILIA"	6,813	22nd Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London, R'dam. & Antwerp
"DONGOLA"	8,083	4th Feb.	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,911	7th Feb.	Marseilles & London
"SARDINIA"	6,684	18th Feb.	S'pore., Penang, Colombo & B'bay.
"KASHMIR"	8,963	21st Feb.	Marseilles, London & Antwerp
"MALWA"	10,941	7th Mar.	Marseilles & London
"SOUDAN"	6,696	18th Mar.	S'pore., Penang, Colombo & B'bay.
"KASHGAR"	9,005	21st Mar.	Marseilles, London & Antwerp
"SICILIA"	6,813	31st Mar.	S'pore, Penang, Colombo & B'bay.
"MANTUA"	10,902	4th Apr.	Marseilles & London
"KARMALA"	9,098	18th Apr.	Mars., L'don. & A'werp.
"MACEDONIA"	11,089	2nd May	Marseilles & London
"SARDINIA"	6,684	16th May	S'pore., Penang, Colombo & B'bay.
"NAGOYA"	6,854	16th May	Marseilles & London
"SARDINIA"	6,684	16th May	S'pore, Penang, Colombo & B'bay.
"MOREA"	10,911	30th May	Marseilles & London

BRITISH INDIA—APCAR SAILINGS

"TAKADA"	8,949	20th Jan.	Singapore, Penang & Calcutta
"TALMA"	10,000	2nd Feb.	do.
"TILAWA"	10,000	14th Feb.	do.
"TAKLIWA"	8,500	25th Feb.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

*"ST. ALBANS"	4,500	4th Feb.	Manila, Sandakan, Thursday Island, Townsville, Brisbane Sydney & Melbourne.
"TANDA"	8,958	28th Feb.	
"ARAFURA"	9,000	1st April	

*Omit Sandakan.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom viâ New Zealand, Vancouver San Francisco, etc.
The P. & O. Royal Mail Steamers to London viâ Suez Canal.
The P. & O. Branch Service of Steamers to London viâ the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London viâ Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MOREA"	10,911	9th Jan. 4 p.m.	Shanghai, Moji & Kobe.
"TALMA"	10,000	11th Jan.	do.
"KASHMIR"	8,963	14th Jan.	do.
"SARDINIA"	6,684	24th Jan.	do.
"TILAWA"	10,000	24th Jan.	Moji & Kobe.
"TAKLIWA"	8,500	3rd Feb.	Kobe.
"MALWA"	10,941	7th Feb.	Shanghai, Moji & Kobe
"TANDA"	8,958	7th Feb.	Moji & Kobe
"KASHGAR"	9,005	21st Feb.	Shanghai, Moji & Kobe.
"SOUDAN"	6,696	21st Feb.	do.
"SICILIA"	6,813	7th Mar.	do.
"ARAFURA"	6,000	7th Mar.	Moji & Kobe.
"MANTUA"	10,902	7th Mar.	Shanghai, Moji & Kobe
"KARMALA"	9,098	21st Mar.	do.
"MACEDONIA"	11,089	3rd Apr.	do.
"ST. ALBANS"	4,500	4th Apr.	Moji & Kobe.
"SARDINIA"	6,684	17th Apr.	Shanghai, Moji & Kobe.
"NAGOYA"	6,854	23rd Apr.	do.
"MOREA"	10,911	1st May	do.
"TANDA"	6,958	9th May	Moji & Kobe.
"KALYAN"	9,118	15th May	Shanghai, Moji & Kobe
"MALWA"	10,941	29th May	do.
"KASHMIR"	8,963	12th Jan.	do.
"MANTUA"	10,902	26th Jan.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents.

AMERICAN FAR EAST LINE

OPERATED FOR
UNITED STATES SHIPPING BOARD
By STRUTHERS & BARRY, Managing Operators.

REGULAR FAST FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE
(22 days to San Francisco. 28 days to Los Angeles).

U.S.S.B. "WEST JESTER" ... ... Due Hongkong 12th Jan. Leave Hongkong 16th Jan.
U.S.S.B. "WEST PROSPECT" ... ... Due Hongkong 28th Jan. Leave Hongkong 31st Jan.

Cargo accepted for Transhipment at San Francisco to Weekly Sailings for Atlantic Seaboard Ports. Through Bills of Lading issued to U.S. and Canadian Overland Points.

TO MANILA, CEBU, ILOILO AND ZAMBOANGA.
U.S.S.B. "WEST CHOPAKA" ... ... Due Hongkong 12th Jan. Leave Hongkong 13th Jan.

TO MANILA, SINGAPORE, ZAMBOANGA, AND CEBU.
U.S.S.B. "WEST CARMONA" ... ... Due Hongkong 20th Jan. Leave Hongkong 22nd Jan.

Through Bills of Lading issued to all Ports not served.

For Full Information, Apply to—
STRUTHERS AND BARRY.
L. EVERETT, ING. General Agent, Japan, China, Philippine Islands, Indo-China, Straits Settlement. 1st Floor, Queen's Building. G. F. BRADFORD, Res. Agent. Phone: Central 3008.
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CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure
SWATOW & SINGAPORE	"NANNING" ...	On 9th Jan., Noon.
HOIHOW, PAKHOI & HAIPHONG	"TAMING" ...	On 10th Jan., 10 a.m.
SHANGHAI & TSINGTAO	"LIANGCHOW" ...	On 10th Jan., Noon.
SWATOW & SHANGHAI ...	"SHANTUNG" ...	On 11th Jan., 11 a.m.
SHANGHAI, CHEFOO & TIENTSIN	"CHENGTU" ...	On 12th Jan., D.L.
SWATOW & SINGAPORE ...	"KWANGTUNG" ...	On 13th Jan., 11 a.m.
AMOY & SHANGHAI	"SUIYANG" ...	On 12th Jan., 5 p.m.
SWATOW & SINGAPORE ...	"TEAN" ...	On 13th Jan., 11 a.m.
SHANGHAI & TSINGTAO	"YINGCHOW" ...	On 14th Jan., Noon.
SWATOW & SHANGHAI	"SINKIANG" ...	On 15th Jan., 11 a.m.
SHANGHAI & TSINGTAO ...	"LUCHOW" ...	On 17th Jan., Noon.
AMOY, SWATOW & SINGAPORE	"KIANGSU" ...	On 18th Jan., D.L.
SWATOW & BANGKOK	"KAYING" ...	On 20th Jan., 11 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok viâ Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.
TELEPHONE CENTRAL 38.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [6

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Banga, Thursday Is., & Aus. Ports on or about
"CHANGSHA" ...	10th Jan., 1925	17th Jan., 11 a.m.
"TAIYUAN"	23rd Feb., "	28th Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE,
Telephone No. Central 36. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON viâ SUEZ.

S.S. "KENDAL CASTLE" ... ... Sails about 2nd Feb.
S.S. "WRAY CASTLE" ... ... Sails about 2nd March

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "VENEZIA" ... ... Sails about 10th Jan., 1925.
S.S. "NUMIDIA" ... ... Sails about 14th Jan., "
S.S. "LACONIA" ... ... Sails about 22nd Jan., "
S.S. "FIUME-L" ... ... Sails about 1st Feb., "

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "NUMIDIA" ... ... Sails about 2nd Feb., 1925.
S.S. "VENEZIA" ... ... Sails about 7th Feb., "
S.S. "LACONIA" (cargo only) ... ... Sails about 26th Feb., "
S.S. "FIUME-L" ... ... Sails about 27th Mar., "

NATAL LINE OF STEAMERS

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... ... Sails about 16th March
S.S. "UMONA" ... ... Sails about 16th April

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED
Telephone Central 1029. Agents

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Brokers.
Coalmine Owners, General Coal Merchants.

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN
KEELUNG, HONGKONG, CANTON & HAIPHONG
SAILING FROM HONGKONG
For CANTON
For HAIPHONG via Hoihow & Pakhoi
For KEELUNG via Swatow & Amoy

For further particulars please apply to—
Branch Office, No. 37, Bonham Strand West, Tel. Central No. 158.
H. MITARAI, Assist. Tel. Central Nos. 140 & 4457
Top Floor King's Building.

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Straits	*Talma*	9th Jan.
U.S.A., Honolulu, Japan & Shanghai	*Pres. Wilson* ...	9th Jan.
Shanghai	*Sui Yang* ...	10th Jan.
Shanghai	*Yingchow*	10th Jan.
Australia & Manila	*Changsha*	12th Jan.
Australia & Manila	*Hakusan Maru* ...	13th Jan.
Japan	*Tyndareus* ...	13th Jan.
Straits	*Aki Maru*	14th Jan.
Japan	*Chantilly*	19th Jan.
Saigon	*Pres. Van Buren*	19th Jan.
U.S.A., Honolulu, Japan and Shanghai	*Pres. Jackson* ...	24th Jan.
U.S.A., Canada, Japan and Shanghai		

OUTWARD MAILS.

For	Per	Date.	
Hoihow, Pakhoi & Haiphong...	*Taikwa Maru* ...	Friday, 9th.	8.00 A M
Swatow, Amoy & Formosa	*Ohukwa Maru* ...		8.00 A M
Swatow, Amoy and Foochow	*Hai Yang*... ...		Noon
Shanghai and *Japan	*Mogra*		2.30 P M
Manila	*Emp. of Russia* ...		3.30 P M
Macau	*Chuenchow* ...		4.15 P M
Samshui and Wuchow	*Taiming*		4.30 P M
Shanghai, Japan, Canada, U.S.A., Central and South America, and *EUROPE via Victoria, B.C.—due Victoria, B.C., 28th Jan.	*Pres. Madison*	Parcels, 9th, Saturday, 10th, Registration Letters Parcels, 9th, Saturday, 10th, Registration Letters	5.00 P M 8.00 A M 8.30 A M 5.00 P M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via MARSEILLES—due Marseilles, 8th February, 1925	*Macedonia* ...		9.45 A M
Hoihow, Pakhoi and Haiphong	*Taming*		10.30 A M
Manila ...	*Suisang*		8.00 A M
Shanghai	*Liangchow* ...		10.00 A M
Japan	*Macassar Maru* ...		10.00 A M
Macau	*Chuenchow* ...		10.00 A M
Hoihow and Haiphong	*Mingsang* ...		4.15 P M
			5.00 P M
Swatow, Amoy and Formosa	*Kaslo Maru* ..	Sunday, 11th,	9.00 A M
Shanghai	*Chengtu* ..		9.00 A M
*Swatow and Bangkok	*Kwangtung* ...	Monday, 12th.	9.30 A M
Straits, ...	*Elpenor*		2.30 P M
Amoy	*Sui Yang* ..		3.30 P M
*Swatow and Bangkok	*Hangsang* ..		5.00 P M
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 13th,	Noon
Swatow	*Tungshing* ..		5.00 P M
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, and Europe via Marseilles—due Marseilles, 14th Feb.	*Hakusan Maru*	Wednesday, 14th, Reg. Letters ...	8.45 A M 9.30 A M
Straits and Calcutta	*Barrymore* ..		1.00 P M
Straits	*Van Overstraten*...	Thursday, 15th,	11.30 A M
Japan, Canada, U.S.A., Central & S. America, & *EUROPE via Victoria, B.C.—due Victoria, B.C., 8th Feb.	*Philoctetes* ...	Parcels, 15th, Friday, 16th, Registration Letters	5.00 P M 9.45 A M 10.30 A M
Swatow, Amoy and Foochow	*Hai Ning* ...		3.00 P M
Saigon, *Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles 18th Feb., Ship sails at 4 p.m. on Sunday, the 18th January	*Andre Lebon* ..	Saturday, 17th, Registration Letters ...	4.15 P M 5.00 P M
Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 31st January	*Aki Maru* ...	Tuesday, 27th, Registration Letters	8.45 A M 9.30 A M
Manila	*Pres. Jackson* ..	Sunday. 25th.	9.00 A M

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

*ELPENOR ...12TH JAN. London, Rotterdam & Hamburg
SARPEDON ...27TH JAN. Marseilles, London, Rotterdam & Glasgow
ADRASTUS ... 2ND FEB. Amsterdam, London & Hamburg
TROILUS ... 9TH FEB. Marseilles, London, Rotterdam & Hamburg
* via Oran.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS)

TITAN ...20TH JAN. Genoa, Marseilles, Liverpool & Glasgow
*BELLEROPHON 1ST FEB. Marseilles, Havre, Liverpool & Glasgow
PROTESILAUS 19TH FEB. Genoa, Marseilles, Liverpool & Glasgow
*ANTILOCHUS ... 1ST MAR. Marseilles, Havre, Liverpool & Glasgow
* via Port Sudan.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

PHILOCTETES 16TH JAN. Victoria, Seattle & Vancouver
TALTHYBIUS ...10TH FEB. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

ATREUS ...28TH JAN. Boston, New York, Baltimore via Suez
Kt. COMPANION 19TH FEB. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

PATROCLUS ... 5TH FEB. Shanghai
SARPEDON ...27TH JAN. Singapore, Marseilles & London
PATROCLUS ...10TH MAR. Singapore, Marseilles & London
ANTENOR ... 7TH APR. Singapore, Marseilles & London
HECTOR ... 5TH MAY Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOR FREIGHT AND PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE
AGENTS.

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COMMERCIAL.

OPENING QUOTATIONS.

January 8th, 1925.

On London.—	
Telegraphic Transfer ...	2/3⅞
Bank Bills, on demand ...	2/3 15/16
Bank Bills, at 30 days' sight	...
Bank Bills, at 4 months' sight	2/4⅛
Credits, at 4 months' sight	2/4⅛
Documentary Bills, 4 months' sight	2/4⅛
On Paris.—	
Bank Bills, on demand ...	1,025
Credits, 4 months' sight	1,125
On New York.—	
Bank Bills, on demand	55⅞
Credits, at 30 days' sight	57
On Bombay.—	
Telegraphic Transfer ...	154⅛
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	154⅛
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	142⅛
On Yokohama.—On demand	110⅛
On Manila.—On demand	99⅛
On Singapore.—On demand	135⅛
On Batavia.—On demand ...	nom.
On Haiphong.—On demand ...	—
On Saigon.—On demand ...	79⅛
On Bangkok.—On demand ...	8.38
Sovereign, Bank's Buying rate ...$	46.60
Gold Leaf, 100 fine, per tael	32 15/16
Bar Silver, per oz. ...	

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors ...	$20,000,000

Court of Directors:

W. L. Pattendek, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.
B. D. F. Beith, Esq. — A. O. Lang, Esq.
W. H. Bell, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — T. G. Weall, Esq.
Hon. Mr. P. H. Holyoak. — G. M. Young, Esq.

Chief Manager
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency, and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 26th November, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is calculated on the lowest balance during each completed Calendar Month at 3½ per cent. per annum. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of $100 or more to the HONGKONG & SHANGHAI BANK to be placed on FIXED DEPOSIT at CURRENT RATES.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.
Hongkong, 7th January, 1925. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund	£3,900,000
Reserve Liability of Proprietors ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.
Hongkong, April 8th, 1924. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office:—Taipeh, Formosa.

Branches:

Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

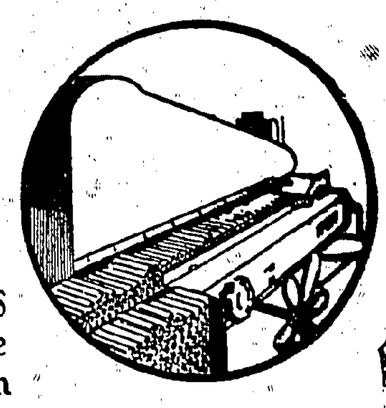
London Bankers:
London Counties Westminster and Parr's Bank.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager.
Hongkong Branch.
4, Des Voeux Road,
Hongkong, 26th June, 1924.

HYGIENIC
MACHINE-MADE
Cigarettes



OBVIOUSLY
MACHINE-MADE CIGARETTES are more HYGIENIC and more CONSISTENTLY WELL MADE than those made by any other process.

In the manufacturing of "CAPSTAN" Cigarettes for instance

POINT No 1

Pure dust-free tobacco leaf is fed in Modern Machines in Model Factories and no soiled human hand comes into contact with the cigarette during the process of manufacture.

POINT No 2

Machine-Made Cigarettes are uniformly well made. Each paper receives its proper quota of tobacco leaf and is rolled to the correct degree of "tightness". This Uniformity is impossible to attain under any other process.

"CAPSTAN"
THE COOL HYGIENIC SMOKE

ASK THE MAN WHO KNOWS!

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to ½ per cent. per annum on Daily Balances and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON
Manager.
7, Queen's Road Central,
Hongkong, February 11th, 1924. [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs. 75,000,000.00
Paid-up Capital	Frs. 62,400,000.00
Reserve Fund	Frs. 752,667,233.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mengtsz	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:
In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.
Hongkong, 10th March, 1924. [33

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central, HONGKONG.

Established 1918.

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum. On Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

	Per annum.
For 3 months at the rate of	3 per cent.
For 6 "	4 "
For 12 "	5 "

KAN TONG PO,
Chief Manager.
Hongkong, March 15th, 1924. [84

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	$60,000,000.00
Paid-up Capital	18,278,500.00
Reserve Founds	9,629,415.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.

TSUYEE PEI,
Manager.
Hongkong, September 8th, 1921. [23

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June, 1924.
With Index. Price—$7.50.
On sale at the *Hongkong Daily Press* Office.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

Netherlands Trading Society.]
BANK.

Established 1824.
Hongkong Branch established 1908.

Authorized Capital Guilders	150,000,000	(£12,500,000)
Paid-up Capital	80,000,000	(£6,666,666)
Reeve Fund	20,045,031	(£1,670,419)
Special Reserves	23,660,000	(£1,888,333)

Head Office:—AMSTERDAM

Eastern Head Office:—BATAVIA.

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djemtar Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pecalongar, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden

LONDON BANKER:—National Provincial Bank, Ltd.

Corespondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

W. H. GROSHAMP
Agent.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 77,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Bangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
Hamburg	Newchwang	Sydney
Hankow	Osaka	Tientsin
Harbin	New York	Tokyo
Honolulu	Peking	Tsinanfu
Kai Yuen	Rio de Janeiro	Tsingtao
		Vladivostock

Interest allowed on Current Accounts. Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.
Hongkong, 27th October, 1924. [29

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